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CONTENTS OF VOLUME 1.

(This volume is bound in three parts.)

1. Report of the Auditor General for the year ended March 31, 1913. Volume I, Parts A to J, and Volume II, Parts K to U. Presented by Hon. Mr. Foster, January 28, 1914.
Printed for distribution and sessional papers.

1. Report of the Auditor General for the year ended March 31, 1913, Volume III, Parts V to Y. Presented by Hon. Mr. White, January 19, 1914.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 2.

2. The Public Accounts of Canada, for the fiscal year ended March 31, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Printed for distribution and sessional papers.*

3. Estimates of sums required for the service of the Dominion for the year ending March 31, 1915. Presented by Hon. Mr. White, January 29, 1914.
Printed for distribution and sessional papers.

3a. Supplementary Estimates of sums required for the service of the Dominion for the year ending March 31, 1914. Presented by Hon. Mr. White, March 20, 1914.
Printed for distribution and sessional papers.

4. Supplementary Estimates of sums required for the service of the Dominion for the year ending March 31, 1915. Presented by Hon. Mr. White, May 28, 1914.
Printed for distribution and sessional papers.

5. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending March 31, 1915. Presented by Hon. Mr. White, June 9, 1914.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 3.

6. List of Shareholders in the Chartered Banks of the Dominion of Canada as on December 31, 1913. Presented by Hon. Mr. White, January 19, 1914.
Printed for distribution and sessional papers.

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7. Report on dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of the Dominion of Canada, for five years and upwards prior to December 31, 1913. Presented by Hon. Mr. White, March 16, 1914.
Printed for distribution and sessional papers.

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(This volume is bound in two parts.)

8. Report of Superintendent of Insurance for year ended 1913. Presented by Hon. Mr. White, June 2, 1914.
Printed for distribution and sessional papers.

9. Abstract of Statement of Insurance Companies in Canada for the year ended December 31, 1913. Presented by Hon. Mr. White, June 2, 1914.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 6.

10. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1913, Part I.—Canadian Trade. Presented by Hon. Mr. Foster, April 15, 1914.
Printed for distribution and sessional papers.

10*a*. Report of the Department of Trade and Commerce, for the year ended March 31, 1913: Part II.—Canadian Trade with (1) France, (2) Germany, (3) United Kingdom, and (4) United States. Presented by Hon. Mr. Foster, January 22, 1914.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 7.

10*b*. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1913: Part III.—Canadian Trade with Foreign Countries (except France, Germany, the United Kingdom and United States). Presented by Hon. Mr. Foster, April 15, 1914.
Printed for distribution and sessional papers.

10*c*. Report of the Department of Trade and Commerce, for the fiscal year ended March 31, 1913: Part IV.—Miscellaneous Information. Presented by Hon. Mr. Foster, April 27, 1914 .....*Printed for distribution and sessional papers.*

10*d*. Report of the Board of Grain Commissioners for Canada. Presented by Hon. Mr. Foster, June 4, 1914.....*Printed for distribution and sessional papers.*

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10*e*. Report of the Department of Trade and Commerce, for the fiscal year ending March 31, 1913: Part VI.—Subsidized Steamship Services, with Statistics showing Steamship Traffic to December 31, 1913, and Estimates for fiscal year 1914-1915. Presented by Hon. Mr. Foster, March 25, 1914.....*Printed for distribution and sessional papers.*

10*f*. Report of Trade and Commerce for fiscal year ended March 31, 1913: Part VII.—Trade of Foreign Countries, Treaties and Conventions. Presented by Hon. Mr. Foster, 1914.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 9.

11. Report of the Department of Customs for the year ended March 31, 1913. Presented by Hon. Mr. Reid, January 22, 1914.....*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 10.

12. Reports, Returns and Statistics of the Inland Revenues for the Dominion of Canada, for the year ended March 31, 1913. Part I.—Excise. Presented by Hon. Mr. Nantel, January 19, 1914.....*Printed for distribution and sessional papers.*

13. Part II.—Inspection of Weights and Measures, Gas and Electricity. Presented by Hon. Mr. Nantel, January 19, 1914.....*Printed for distribution and sessional papers.*

14. Reports, Returns and Statistics of the Inland Revenues for the Dominion of Canada for the year ended March 31, 1913. Part III.—Adulteration of Food. Presented by Hon. Mr. Nantel, February 11, 1914..... .....*Printed for distribution and sessional papers.*

15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended March 31, 1913. Presented by Hon. Mr. Burrell, January 22, 1914 .
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 11.

15*a*. Report of the Dairy and Cold Storage Commissioner for the fiscal year ended March 31, 1913. (Dairying, Fruit, Extension of Markets and Cold Storage.) Presented by Hon. Mr. Burrell, May 5, 1914.....*Printed for distribution and sessional papers.*

15*b*. Report of the Veterinary Director General for the year ending March 31, 1913. Presented by Hon. Mr. Burrell, February 2, 1914.. *Printed for distribution and sessional papers.*

16. Report of the Director and Officers of the Experimental Farms for the years ending March 31, 1913. Presented by Hon. Mr. Burrell, April 7, 1914.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 12.

17. Criminal Statistics for the year ended September 30, 1912. (Appendix to the Report of the Minister of Trade and Commerce, for the year 1912.) Presented by Hon. Mr. Foster, February 20, 1914.....*Printed for distribution and sessional papers.*

18. Résumé of General Elections of 1896, 1900, 1904, 1908 and 1911, and of By-Elections held between July 11, 1896 and January 1, 1914. Presented by Hon. r. Coderre, January 27, 1914.....*Printed for distribution and sessional papers.*

18*a*. Return of By-elections for the House of Commons of Canada, held during the year 1913. Presented by Hon. Mr. Coderre, January 27, 1914.
Printed for distribution and sessional papers.

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19. Report of the Minister of Public Works on the works under his control for the fiscal year ended March 31, 1913. Presented by Hon. Mr. Rogers, January 19, 1914.
Printed for distribution and sessional papers.

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20. Report of the Department of Railways and Canals, for the fiscal period from April 1, 1912, to March 31, 1913. Presented by Hon. Mr. Reid, March 20, 1914.
Printed for distribution and sessional papers.

20*a*. Canal Statistics for the season of Navigation, 1913. Presented by Hon. Mr. Reid, March 12, 1914.....*Printed for distribution and sessional papers.*

20*b*. Railway Statistics of the Dominion of Canada for the year ended June 30, 1913. Presented by Hon. Mr. Cochrane, January 29, 1914.
Printed for distribution and sessional papers.

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20*c*. Eighth Report of the Board of Railway Commissioners for Canada, for the year ending March 31, 1913. Presented by Hon. Mr. Cochrane, January 22, 1914.
Printed for distribution and sessional papers.

20*d*. Telephone Statistics of the Dom'nion of Canada, for the year ended June 30, 1913. Presented by Hon. Mr. Cochrane, February 10, 1914.
Printed for distribution and sessional papers.

20*e*. Express Statistics of the Dominion of Canada, for the year ended June 30, 1913. Presented by Hon. Mr. Cochrane, February 20, 1914.
Printed for distribution and sessional papers.

20*f*. Telegraph Statistics of the Dominion of Canada, for the year ended June 30, 1913. Presented by Hon. Mr. Cochrane, February 10, 1914.
Printed for distribution and sessional papers.

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21. Forty-sixth Annual Report of the Department of Marine and Fisheries, for the year 1912-1913.—Marine. Presented by Hon. Mr. Hazen, February 2, 1914.
Printed for distribution and sessional papers.

21*b*. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the Registry Books of the Dominion of Canada, on December 31, 1913. Presented by Hon. Mr. Hazen, May 1, 1914.....*Printed for distribution and sessional papers.*

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22. Forty-sixth Annual Report of the Department of Marine and Fisheries, 1912-13.—Fisheries. Presented by Hon. Mr. Hazen, January 19, 1914.
Printed for distribution and sessional papers.

23. Supplement to the Forty-sixth Annual Report of the Department of Marine and Fisheries for the fiscal year 1912-13.—Steamboat Inspection Report. Presented by Hon. Mr. Hazen, March 27, 1914.....*Printed for distribution and sessional papers.*

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24. Report of the Postmaster General, for the year ended March 31, 1913. Presented by Hon. Mr. Pelletier, March 12, 1914.....*Printed for distribution and sessional papers.*

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25. Annual Report of the Department of the Interior, for the fiscal year ending March 31, 1913. —Volume I. Presented by Hon. Mr. Roche., February 23, 1914.
Printed for distribution and sessional papers.

25. Annual Report of the Department of the Interior, for the fiscal year ending March 31, 1913. —Volume II. Presented by Hon. Mr. Roche, March 9, 1914.
Printed for distribution and sessional papers.

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25c. Report of Progress of Stream Measurements, for the calendar year 1913, prepared under the direction of F. H. Peters, C.E., Commissioner of Irrigation. Presented by Hon. Mr. Roche, March 26, 1914.....*Printed for distribution and sessional papers.*

25d. Twelfth Report of the Geographic Board of Canada, for the year ending June 30, 1913. Presented by Hon. Mr. Roche, February 2, 1914.
Printed for distribution and sessional papers.

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25e. Manitoba Water-powers,

25f. Railway Belt Hydrographic Survey for 1911-1912. Presented, 1914.

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26. Summary Report of the Geological Survey, Department of Mines, for the calendar year 1912. Presented by Hon. Mr. Coderre, 1914.
Printed for distribution and sessional papers.

26a. Summary Report of the Mines Branch for the calendar year 1912. Presented 1914.
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27. Report of the Department of Indian Affairs for the year ended March 31, 1913. Presented by Hon. Mr. Roche, January 27, 1914.....*Printed for distribution and sessional papers.*

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28. Report of the Royal Northwest Mounted Police, 1913. Presented by Hon. Mr Borden, January 19, 1914.....*Printed for distribution and sessional papers.*

28a. Statement of Magisterial cases entered, and convictions obtained by the Royal Northwest Mounted Police in the Provinces of Alberta and Saskatchewan, the Yukon Territory and a portion of Manitoba, during the years 1909 to 1913. Presented by Hon. Mr. Borden, February 16, 1914.....*Not printed.*

29. Report of the Secretary of State of Canada for the year ended March 31, 1913. Presented by Hon. Mr. Coderre, February 9, 1914....*Printed for distribution and sessional papers.*

29a. Report of the Secretary of State for External Affairs for the year ended March 31, 1913. Presented by Hon. Mr. Borden, January 19, 1914.
Printed for distribution and sessional papers.

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29c. Documents *re* Constitutional History of Canada.—(Senate).
Printed for distribution and sessional papers.

29c. Public Archives.—Documents relating to the Constitutional History of Canada, 1791-1818, selected and edited with notes by Arthur G. Doughty and Duncan A. McArthur. Presented by Hon. Mr. Coderre, March 27, 1914.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 26.

30. The Civil Service List of Canada, 1913. Presented, 1914.
Printed for distribution and sessional papers.

31. Fifth Annual Report of the Civil Service Commission of Canada for the year ended August 31, 1913. Presented by Hon. Mr. Coderre, March 18, 1914.
Printed for distribution and sessional papers.

32. Annual Report of the Department of Public Printing and Stationery for the fiscal year ended March 31, 1913. Presented by Hon. Mr. Coderre, March 11, 1914.
Printed for distribution and sessional papers.

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33. The Report of the Joint Librarians of Parliament. Presented by the Hon. The Speaker, January 15, 1914.....*Not printed.*

34. Report of the Minister of Justice as to Penitentiaries of Canada, for the fiscal year ended March 31, 1913.....*Printed for distribution and sessioanl papers.*

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35. Report of the Militia Council for the Dominion of Canada, for the fiscal year ending March 31, 1913. Presented by Hon. Mr. Hughes, March 9, 1914.
Printed for distribution and sessional papers.

36. Report of the Department of Labour for the fiscal year ending March 31, 1913. Presented by Hon. Mr. Crothers, January 19, 1914....*Printed for distribution and sessional papers.*

36*a*. Sixth Report of the Registrar of Boards of Conciliation and Investigation of the proceedings under "The Industrial Disputes Investigation Act, 1907," for the fiscal year ending March 31, 1913. Presented by Hon. Mr. Crothers, January 19, 1914.
Printed for distribution and sessional papers.

36*b*. Report on Strikes and Lockouts in Canada, from 1901 to 1912. Presented by Hon. Mr. Crothers, January 19, 1914 .....*Printed for distribution and sessional papers.*

37. Ninth Annual Report of the Commissioners of the Transcontinental Railway, for the year ended March 31, 1913. Presented by Hon. Mr. Cochrane, January 22, 1914.
Printed for distribution and sessional papers.

37*a*. Interim Report of the Commissioners of the Transcontinental Railway, for the nine months ended December 31, 1913. Presented by Hon. Mr. Cochrane, February 18, 1914.
Not printed.

38. Report of the Department of the Naval Service, for the fiscal year ending March 31, 1913. Presented by Hon. Mr. Hazen, January 22, 1914.
Printed for distribution and sessional papers.

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39. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (4th December, 1912) submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Coderre, January 22, 1914.....*Not printed.*

40. Return to an Order of the House of April 7, 1913, for a copy of all accounts, vouchers and charges incurred by and relating to the Lobster Hatchery and Patrol Boat *Davis* during the season of 1912, to December 31, 1912, with the names of the officers and crews, and the wages paid to each. Presented January 19, 1914.—*Mr. Kyte*.....*Not printed.*

41. Return to an Order of the House April 21, 1913, for a Return showing the names and the respective ranks and positions of the officers now on duty on the *Niobe* at Halifax, under the Department of Naval Affairs; the number of men now on duty as seamen or other like positions on the *Niobe*; the number of men dropped from the service on the *Niobe* since July 1, 1912; and if any efforts have been made to recruit men for the *Niobe* since July 1, 1912. Presented January 19, 1914.—*Mr. Macdonald*...*Not printed.*

42. Return to an Order of the House of May 12, 1913.—1. For a Return showing the respective names, duties and salaries of Officials of the Immigration Department of both Inside and Outside Service on March 31, 1911.

2. The respective names, duties and salaries of Officials of the Immigration Department of both Inside and Outside Service on March 31, 1913. Presented January 19, 1914.—*Mr. Oliver* ..... *Not printed.*

43. Return to an Order of the House of February 24, 1913, for a copy of all regulations relating to the disposition of Dominion Lands made by the Minister of the Interior from October 12, 1911, to January 1, 1912, and of the regulations for the placing of half-breed scrip on homestead or other lands, made by the Minister of the Interior from October 12, 1911, to January 1, 1912. Presented January 19, 1914.—*Mr. Oliver.*
Not printed.

44. Return to an Order of the House of January 15, 1913, for a copy of all charges, correspondence, letters, telegrams nd other documents relative to the dismissal of Horace Rindress, Quarantine Medical Officer at North Sydney, in the Riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented January 19, 1914.—*Mr. McKenzie*.....*Not printed.*

44*a*. Supplementary Return to an Order of the House of December 11, 1912, for a copy of all papers, documents and correspondence relating to the dismissal of A. T. Doucet, Postmaster and Collector of Customs at Salmon River, Digby County, N.S. Presented January 19, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

44*b*. Return to an Order of the House of April 21, 1913, for a copy of the charges made against Alexis Bourque, Storm Signal Agent at Bonaventure, on which he was dismissed by the Minister of Marine and Fisheries, and a copy of all letters and other documents bearing on the appointment of his successor. Presented January 23, 1914.—*Mr. Marcil (Bonaventure)*..... *Not printed.*

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44*c*. Return to an Order of the House of January 29, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Marine and Fisheries, or any Department of the Government, relating to the dismissal of Patrick Conway, Lightkeeper at White Head Island, N.S., and if there was an investigation the names of the witnesses, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented January 21, 1914.—*Mr. Sinclair*..... *Not printed.*

44*d*. Return to an Order of the House of May 7, 1913, for a copy of all papers, documents, telegrams and correspondence in connection with the dismissal of Captain Wm. Smith, Coxswain, of the lifeboat at Blanche, Shelburne County, N.S. Presented January 21, 1914.—*Mr. Law*..... *Not printed.*

44*e*. Return to an Order of the House of March 3, 1913, for a Return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of King's, Province of Nova Scotia, in connection with any of the Departments of the public service, not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the Departments of the Government, also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid, or to be paid, by any Department in connection with the said dismissals and investigations or removals from office. Presented January 21, 1914.—*Mr. McKenzie*.....*Not printed.*

44*f*. Return to an Order of the House of the 23rd April, 1913, for a copy of the charges made by Messrs. J. A. Mousseau, A. Godbout and J. Blondin, against Jos. E. A. Landry, keeper of the lighthouse at St. Omer, Quebec, on which he was dismissed for alleged political partisanship. Presented January 21, 1914.—*Mr. Marcil* (*Bonaventure*). *Not printed.*

44*g*. Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Colin McIsaac, preventive officer at Port Hood, Inverness County, N.S. Presented January 21, 1914.—*Mr. Chisholm* (*Inverness*).....*Not printed.*

44*h*. Return to an Order of the House of the 19th May, 1913, for a copy of all petitions and correspondence relating to the dismissal of Mr. Pesha, postmaster at Kent Bridge, Ontario. Presented January 22, 1914.—*Sir W. Laurier*.....*Not printed.*

44*i*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department or any department of the Government, relating to the dismissal of John F. Reeves, postmaster at Mulgrave, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. Sinclair* ..... *Not printed.*

44*j*. Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Havelock McLeod, postmaster at Big Intervale, North East Margaree, Inverness County, Nova Scotia. Presented January 22, 1914.—*Mr. Chisholm* (*Inverness*).....*Not printed.*

44*k*. Return to an Order of the House of the 21st April, 1913, for a copy of all documents, petitions, correspondence, messages, inquiries, reports, &c., relating to the dismissal of S. Lapointe, postmaster of St. Eloi, County of Temiscouata, and to the appointment of his successor. Presented January 22, 1914.—*Mr. Gauvreau*.....*Not printed.*

44*l*. Return to an Order of the House of the 3rd February, 1913, for a copy of all correspondence, letters, telegrams and other documents relative to the dismissal of William Bow, postmaster at Winchester Village, County of Dundas, and of all recommendations for the appointment of his successor. Presented January 22, 1914.—*Mr. MacNutt.* *Not printed.*

44*m*. Return to an Order of the House of the 26th March, 1913, for a copy of all charges, correspondence, letters, telegrams, petitions and other documents relating to the dismissal of Mrs. Ellen O'Neil, postmistress at O'Neil's post office, Parish of Moncton, County of Westmorland, New Brunswick, and of all evidence, if any, taken in regard to the same, and of all reports concerning same; and also a copy of all recommendations, correspondence, letters, telegrams, petitions and other documents relating to the appointment of a successor, or of Robert C. Kelly as postmaster of or at the said O'Neil post office, and of all reports, if any, as to the proper location of the office. Presented January 22, 1914. —Mr. Emmerson .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

44n. Return to an Order of the House of the 21st April, 1913, for a copy of the charges made against Alex. Labillois, postmaster of Miguasha, on which his dismissal took place, and of all letters and documents regarding the appointment of John Caissy in his place. Presented January 22, 1914.—*Mr. Marcil (Bonaventure)* ..... *Not printed.*

44o. Return to an Order of the House of the 21st April, 1913, for a copy of all letters and other documents containing evidence or charges against Madame Z. Marcotte, postmistress of Nouvelle West, Bonaventure County, on which the Postmaster General acted in removing her from office, and also of letters and other documents regarding the appointment of Mr. Lazare Fallu in her stead. Presented January 22, 1914.—*Mr. Marcil (Bonaventure)* ..... *Not printed.*

44p. Return to an Order of the House of the 28th April, 1913, for a copy of all complaints, accusations, correspondence, petitions, and telegrams respecting the dismissal of Joseph Verault, postmaster at Guay, County of Lévis, of the evidence and report made following the inquiries held by the inquiring Commissioner Smith and the inquiring Commissioner Jolicœur in this matter; also the names of the witnesses summoned and heard, with a copy of the evidence heard at each inquiry, the names of those who represented the Government at these inquiries, and a detailed statement of the expenses caused by these inquiries, with a copy of all documents respecting the appointment of his successor, such as petitions, letters of recommendation, &c. Presented January 22, 1914.—*Mr. Bourassa* ..... *Not printed.*

44q. Return to an Order of the House of the 2nd June, 1913, for a copy of all telegrams, papers and correspondence in the possession of the Post Office Department, or with any of the officials thereof, regarding the removal from office of the postmaster of Osage, Saskatchewan, and of the appointment of a successor thereto; and of all correspondence bearing upon the said removal or appointment with the post office inspector for that portion of the province of Saskatchewan, and of all other letters and documents with respect thereto. Presented January 22, 1914.—*Mr. Carvell* ..... *Not printed.*

44r. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the Government, relating to the dismissal of George Taylor, postmaster at Bickerton, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. Sinclair* ..... *Not printed.*

44s. Return to an Order of the House of the 21st April, 1913, for a copy of all correspondence, telegrams, complaints, affidavits, reports, recommendations, requests, certificates and other documents, relating to the dismissal of Mademoiselle Paul Hus, as postmistress of the Parish Ste. Victoire, County of Richelieu, and the appointment of Mr. Paul Bardier, of the same place, as postmaster. Presented January 22, 1914.—*Mr. Cardin.*
Not printed.

44t. Return to an Order of the House of the 3rd March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Parker S. Hart, postmaster at South Manchester, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same, and also a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. Sinclair* ..... *Not printed.*

44u. Return to an Order of the House of the 17th February, 1913, for a copy of all complaints and charges made against Charles L. Gass, late postmaster at Bayfield, Antigonish County, of the evidence taken, if any, before Commissioner Duchemin, and of his report thereon, and of all letters, telegrams and documents of every kind relating to his dismissal and the appointment of his successor. Presented January 22, 1914.—*Mr. Chisholm (Antigonish)* ..... *Not printed.*

44v. Return to an Order of the House of the 27th January, 1913, for a copy of all documents, correspondence, letters, reports, &c., relating to the dismissal of Madame Belzil, postmistress at St. Octave, County of Rimouski, and the appointment of her successor. Presented January 22, 1914.—*Mr. Lapointe (Kamouraska)* ..... *Not printed.*

44w. Return to an Order of the House of the 9th April, 1913, for a copy of all charges, correspondence, telegrams and other documents relating to the dismissal of John McDonnell, postmaster at Essex, Inverness County, Nova Scotia. Presented January 22, 1914.—*Mr. Chisholm (Inverness)* ..... *Not printed.*

44x. Return to an Order of the House of the 31st March, 1913, for a copy of all letters, telegrams and documents in connection with the dismissal of James Bain, from the postmastership of Ninga post office, Ninga, Manitoba. Presented January 22, 1914.—*Mr. Turriff* ..... *Not printed.*

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44*y*. Return to an Order of the House of the 9th April, 1913, for a copy of all letters, petitions, telegrams, complaints, reports and other papers and documents in the possession of the Post Office Department, relating to the dismissal of William McKinnon, postmaster at Erinville, Guysborough County, N.S., and the appointment of Daniel Kenny as successor; and if there was an investigation in connection with the dismissal of the said William McKinnon, the names of all witnesses examined, a copy of the evidence and report of the commissioner, and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*

44*z*. Return to an Order of the House of the 7th May, 1913, for a copy of all correspondence, evidence and reports in connection with the dismissal of J. N. Cloutier, postmaster at St. Benoit Labre, County of Beauce, Quebec. Presented January 22, 1914.—*Mr. Béland.* *Not printed.*

44 (2*a*). Return to an Order of the House of the 12th February, 1913, for a copy of all letters, telegrams, papers and documents relative to the dismissal of Mrs. Weave, postmistress at Coal Creek, Queens County, N.B., and of the appointment of Michael L. Knox. Presented January 22, 1914.—*Mr. McLean (Sunbury)*.....*Not printed.*

44 (2*b*). Return to an Order of the House of the 26th May, 1913, for a copy of all correspondence and documents of any kind whatsoever relating to the dismissal of postmasters in Bonaventure County, by the present administration, not already ordered and brought down. Presented January 22, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

44 (2*c*). Return to an Order of the House of the 28th April, 1913, for a copy of all petitions, complaints, and correspondence containing any charges against Alexander Fraser, postmaster at Fraser's Grant, Antigonish County, N.S., and of all other documents and correspondence on the file in relation thereto. Presented January 22, 1914.—*Mr. Chisholm (Antigonish)* .....*Not printed.*

44 (2*d*). Partial return to an Order of the House of the 10th December, 1912, for a return showing all public officers removed by the present Government in the District of Portneuf, together with the name and duties of each person, the reasons for their dismissal, the nature of the complaints brought against them, also a copy of all correspondence relating thereto and reports of inquiries in cases where such were held. Presented January 22, 1914.—*Mr. Delisle* ..... *Not printed.*

44 (2*e*). Return to an Order of the House of the 15th January, 1913, for a return showing a list of the postmasters dismissed or removed by the present Government in the County of Two Mountains, the names of such persons, the reason for their dismissal, the nature of the complaints brought aginst them, and a copy of all correspondence and petitions relating thereto, and reports of inquiry in the cases where such have been held; also the names of their successors. Presented January 22, 1914.—*Mr. Ethier*....*Not printed.*

44 (2*f*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Thomas Chalmer McLean, postmaster at Ivera, Middle River, Riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. McKenzie*.....*Not printed.*

44 (2*g*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, reports and other documents relative to the dismissal of C. P. Blanchard, postmaster at Truro, Nova Scotia, and the appointment of his successor. Presented January 22, 1914.—*Mr. Macdonald* .....*Not printed.*

44 (2*h*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of Samuel Atwood, Atwood's Brook, Shelburne County, N.S. Presented January 22, 1914.—*Mr. Law* .....*Not printed.*

44 (2*i*). Return to an Order of the House of the 3rd February, 1913, for a return showing the names of the postmasters in the County of Berthier dismissed since the 21st September, 1911; their respective parishes, the date of their dismissals and the reason alleged; if an inquiry was held in each case; on whose recommendation were these dismissals made; the names of those appointed as their successors and on whose recommendation were they appointed. Presented January 22, 1914.—*Mr. Béland*.....*Not printed.*

44 (2*j*). Return to an Order of the House of the 3rd March, 1913, for a copy of all complaints, accusations, correspondence, petitions and telegrams, respecting the dismissal of Wilfrid Pellemarre, postmaster at Hervey Junction, County of Portneuf, and of all documents respecting the appointment of his successor, such as petitions, letters of recommendation, &c., and also of the evidence and reports made after the inquiry held by the inquiring commissioner; together with a detailed statement of the expenses caused by this inquiry. Presented January 22, 1914.—*Mr. Delisle*.....*Not printed.*

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44 (2*k*). Return to an Order of the House of the 16th February, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the Government, relating to the dismissal of Rufus D. Carrigan, postmaster at Sand Point, Guysborough County, N.S., and if there was an investigation, the names of all witnesses examined, and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. Sinclair* ..... *Not printed.*

44 (2*l*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Daniel Dunlop, postmaster at New Campbellton, Riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of the investigation held by H .P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented January 22, 1914.—*Mr. McKenzie*..... *Not printed.*

44 (2*m*). Return to an Order of the House of the 9th April, 1913, for a copy of all charges, correspondence, telegrams and other documents relating to the dismissal of Duncan Cameron, postmaster at Craigmore, Inverness County, Nova Scotia. Presented January 22, 1914. —*Mr. Chisholm (Inverness)*..... *Not printed.*

44 (2*n*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, reports, charges and other documents relating to the dismissal of Angus Cameron, late postmaster at Fairlight, Sask., and of the evidence taken at the investigation held by Mr. Dorsett. Presented January 22, 1914.—*Mr. Turriff*....*Not printed.*

44 (2*o*). Return to an Order of the House of the 15th January, 1913, for a copy of all documents, correspondence, petitions and telegrams respecting the dismissal of M. Sauriol, postmaster of St. Janvier, County of Terrebonne, and the appointment of his successor. Presented January 22, 1914.—*Mr. Ethier*..... *Not printed.*

44 (2*p*.) Return to an Order of the House of the 2nd June, 1913, for a copy of all petitions, letters, telegrams and resolutions in connection with the changes made in the names of the post offices at Letches Creek Crossing and Letches Creek, North Cape Breton, N.S., the dismissal of Donald Johnston, the former postmaster at Letches Creek, and the appointment of his successor. Presented January 22, 1914.—*Mr. McKenzie.* *Not printed.*

44 (2*q*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of James McLees, postmaster at Bishop Mills, County of Grenville, Province of Ontario, and the appointment of his successor. Presented January 22, 1914. —*Mr. Proulx* ..... *Not printed.*

44 (2*r*). Return to an Order of the House of the 9th April, 1913, for a copy of all charges, correspondence, telegrams and other documents relating to the dismissal of Mrs. Sarah C. Rankin, postmistress at S. W. Ridge Mabou, Inverness County, Nova Scotia. Presented January 22, 1914.—*Mr. Chisholm (Inverness)*..... *Not printed.*

44 (2*s*).Partial Return to an Order of the House of the 19th March, 1913, for a Return showing in detail the number of dismissals from the public service during the period from June 23, 1896, to September 21, 1911, in the County of Cumberland, Nova Scotia, in connection with any department of the public service; together with the names of the dismissed officials or employees, their ages at the time of entering the public service, the length of their period of service with dates, the amount of their remuneration, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communication with respect to each such case of dismissal, and of all minutes of evidence on investigation, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government; also the names of all persons appointed to fill vacancies caused by such dismissals, their ages at the date of appointment, the amount of their remuneration, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with said dismissals and investigations or removal from office. Presented January 22, 1914.—*Mr. Rhodes*..... *Not printed.*

44 (2*t*). Partial Return to an Order of the House of the 29th April, 1913, for a Return showing all employees of the Dominion dismissed in the County of Three Rivers and St. Maurice since October 15, 1911, to date, the date of dismissal, the employment of each man, the salary he was receiving at the time of his dismissal, the reason for dismissal, whether there has been an investigation or not, with the names and places of residence of the men appointed to replace them. Presented January 22, 1914.—*Mr. Bureau.* *Not printed.*

44 (2*u*). Partial Return to an Order of the House of the 10th December, 1912, for a return showing the number of dismissals from public offices by the present Government to this date in the constituency of Regina, together with the names of the dismissed officials, the reasons for their dismissals, the complaints against such officials, and a copy of all correspondence relating thereto and reports of inquiries in cases where such have been held in respect of the same. Presented January 22, 1914.—*Mr. Martin (Regina).* *Not printed.*

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44 (2*v*). Return to an Order of the House of the 10th December, 1912, for a return showing all the public officers dismissed by the present Government in the electoral district of Kamouraska, with the names and duties of such persons respectively, the reason for their dismissal, the nature of the complaints brought against them, also of all correspondence relating thereto and reports of inquiries in cases where such have been held. Presented January 22, 1914.—*Mr. Lapointe* (*Kamouraska*).....*Not printed.*

44 (2*w*). Partial Return to an Order of the House of the 10th February, 1913, for a return showing in detail the number of dismissals from public offices by the present Government to this date in the County of Prince, Prince Edward Island, giving the names of the dismissed officials, the reasons for their dismissal, the complaints against such officials and a copy of all the correspondence with respect to the same and of all notes of evidence and reports of investigations where such were held; also the names of all parties appointed to fill the vacancies caused by such dismissals and the names of the persons by whom the same have been recommended for appointment. Presented January 22, 1914.—*Mr. Richards*.....*Not printed.*

44 (2*x*). Return to an Order of the House of the 10th December, 1912, for a return showing the detail and number of dismissals from public offices by the present Government to this date in the riding of Strathcona, together with the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, and of all reports of investigations, where such were held. Presented January 22, 1914.—*Mr. Douglas*.....*Not printed.*

44 (2*y*). Partial Return to an Order of the House of the 10th December, 1912, for a return showing the detail and number of dismissals from public offices by the present Government to this date in the riding of Saltcoats, Sask., together with the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, and all reports of investigations, in cases where such were held. Presented January 22, 1914.—*Mr. MacNutt.* *Not printed.*

44 (2*z*). Return to an Order of the House of the 28th April, 1913, for a return showing all employees dismissed in the County of Champlain since October 15, 1911, to date, the employment of each man, the salary each was receiving at the time of his dismissal, the reasons for dismissals, whether there has been any investigation or not, with the names and places of residence of the men appointed to replace them. Presented January 22, 1914.—*Mr. Bureau*.....*Not printed.*

44 (3*a*). Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and position of employment, by the present Government since the 11th day of October, 1911, to this date, in the County of Cumberland, Nova Scotia, not including those for which returns have already been ordered, in connection with any of the departments of the public service; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removal from office. Presented January 22, 1914. —*Mr. Kyte*.....*Not printed.*

44 (3*b*). Return to an Order of the House of the 3rd February, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment, by the present Government since the first day of October, 1911, to this date, in the County of Westmorland, New Brunswick, in connection with any of the departments of the public service; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made, save and except the case of George H. Cochrane, Collector of Customs at Moncton (the papers for which have been already moved for); together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of government, or of the Government Railways Managing Board, or of the officials of the Intercolonial and the Prince Edward Island Railway; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respecitvely recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented January 22, 1914.—*Mr. Emmerson*.....*Not printed.*

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44 (3*c*). Partial Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Annapolis, Nova Scotia, in connection with any of the departments of the public service, but not including cases in which orders have already passed together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also the names of all parties appointed to fill vacancies caused by such dismissals ,and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented January 22, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

44 (3*d*). Return to an Order of the House of the 28th April, 1913, for a return showing all employees dismissed in the County of Nicolet since October 15, 1911, to date, the date of dismissal, the employment of each man, the salary he was receiving at the time of his dismissal, the reasons for dismissal, whether there has been an investigation or not, with the names and places of residence of the men appointed to replace them. Presented January 22, 1914.—*Mr. Bureau*.....*Not printed.*

44 (3*e*). Return to an Order of the House of the 29th January, 1913, for a return showing in detail the number of dismissals from public offices by the present Government to this date in the constituency of Victoria, Alberta, together with the names of the dismissed officials, the reason of their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same and of all notes of evidence and of the reports of investigations where such were held; also the names of all parties appointed to fill the vacancies caused by such dismissals and the names of the persons by whom the same have been recommended for appointment. Presented January 22, 1914.—*Mr. White (Alberta)*.....*Not printed.*

44 (3*f*). Officials dismissed in the constituency of Shelburne and Queens, N.S.—(Senate).
Not printed.

44 (3*g*). Postmasters dismissed in the County of Antigonish, N.S.—(*Senate*).....*Not printed.*

44 (3*h*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams, and other documents relating to the dismissal of Dr. Freeman O'Neil, from the office of port physician at Louisburg, Cape Breton South, Nova Scotia, and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same. Presented January 26, 1914.—*Mr. Sinclair.*
Not printed.

44 (3*i*). Partial Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Digby, Nova Scotia, in connection with any of the departments of the public service, but not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reasons for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all accounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. And also—Supplementary return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Digby, Nova Scotia, in connection with any of the departments of the public service, but not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reasons for their respective dismissals the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all accounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented Janaury 22, 1914.—*Mr. Sinclair*.....*Not printed.*

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44 (3*j*). Partial Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the constituency of Queen's, Shelburne, Nova Scotia, in connection with any of the departments of the public service, not including cases in which orders have already been passed; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held and of all reports relating to such dismissals now in the possession of any of the departments of the Government, also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations of removals from office. Presented January 27, 1914.—*Mr. Law*.....*Not printed.*

44 (3*k*). Partial Return to an Order of the House of the 19th March, 1913, for a list of public officers employed in the city of Quebec, in the Departments of Inland Revenue, Railways and Canals, the Transcontinental Railway, Customs, Immigration, Marine and Fisheries, Public Works and Militia, the names and duties of such persons, the reason for their dismissal, the nature of the complaints brought against them, also a copy of all correspondence relating thereto, and of reports of inquiry in the cases where such inquiries were held. Presented January 26, 1914.—*Mr. Lachance*.....*Not printed.*

44 (3*l*). Return to an Order of the House of the 29th January, 1913, for a return showing all the public officers removed by the present Government in the District of L'Assomption, together with the names and duties of such persons, the reasons for their dismissal, the nature of the complaints brought against them; also a copy of all correspondence relating thereto and reports of inquiries in cases where such were held, with the names of the successors of the dismissed officers. Presented January 26, 1914.—*Mr. Seguin.* *Not printed.*

44 (3*m*). Further Supplementary Return to an Order of the House of the 7th February, 1912, for a return showing for each department of the Government the names, post office addresses, offices, employment, and salaries of all persons employed either in the inside or outside service thereof, and of such persons not in the Civil Service, employed by the Government in any department, on the tenth day of October, 1911, who have been removed from office or employment by dismissal; specifying in each case the manner of and grounds of such dismissals and the length of notice given to the persons removed, and also indicating in each case whether an inquiry was or was not held prior to such dismissal. Presented January 26, 1914.—*Mr. Kyte*.....*Not printed.*

44 (3*n*). Supplementary Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Digby, Nova Scotia, in connection with any of the departments of the public service, but not including cases in which orders have already passed; togeaher with the names of the dismissed officials or employees, the reasons for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all accounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented January 28, 1914. —*Mr. Sinclair* .....*Not printed.*

44 (3*o*). Return to an Order of the House of the 26th May, 1913, for a copy of all correspondence, telegrams, inquiries and reports respecting the dismissal of Philias Hable, lightkeeper at St. Louis de Lotbinière, County of Lotbinière, Quebec. Presented February 4, 1914.—*Mr. Fortier*.....*Not printed.*

44 (3*p*). Return to an Order of the House of the 19th May, 1913, for a copy of all correspondence, complaints, petitions and reports connected with the dismissal of Fishery Overseer Migneault at Seven Islands, and the appointment in his place of Elzear Levesque. Presented February 10, 1914.—*Mr. Béland*.....*Not printed.*

44 (3*q*). Return to an Order of the House of the 28th April, 1913, for a return showing all employees dismissed in the County of Maskinonge, since October 15, 1911, to date, the date of dismissal, the employment of each man, the salary he was receiving at the time of his dismissal, the reasons for dismissal, whether there has been investigation or not, and the names and places of residence of the men appointed to replace them. Presented February 10, 1914.—*Mr. Bureau* .....*Not printed.*

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44 (3*r*). Partial Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of King's, Province of Nova Scotia, in connection with any of the departments of the public service, not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government, also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid, or to be paid, by any department in connection with the said dismissals and investigations or removals from office. Presented February 10, 1914.—*Mr. McKenzie*.....*Not printed.*

44 (3*s*). Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public office and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Colchester, Nova Scotia, in connection with any of the departments of the public service; together with the names of the dismissed officials or employees, the reasons for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented February 10, 1914.—*Mr. Macdonald*.....*Not printed.*

44 (3*t*). Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Hants, Nova Scotia, in connection with any of the departments of the public service, not including cases in which orders have already passed; together with the name of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government; also of the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented February 10, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

44 (3*u*). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendations, and reports concerning the dismissal of Miss Eugenie Dorion, an employee in the office of the post office inspector at Quebec; the reasons for her dismissal, the nature of the complaints brought against her, if any, the names of the persons who brought these complaints, also a copy of all correspnodence relating thereto, and the report of inquriy, if there was one held. Presented February 20, 1914.—*Mr. Wilson (Laval)*.....*Not printed.*

44 (3*v*). Return to Order of the House of the 2nd February, 1914, for a copy of all charges, correspondence, letters, telegrams and other documents in the possession of the Post Office Department, relating to the dismissal of James R. Laing, postmaster at Liscombe, N.S., and of the facts taken, and report of investigation in regard to the same, if any, a detailed statement of the expenses of such investigation, together with a copy of all recommendations, letters, telegrams, and other papers relating to the appointment of his successor. Presented February 23, 1914.—*Mr. Sinclair*.....*Not printed.*

44 (3*w*). Return to an Order of the House of the 5th June, 1913, for a copy of all correspondence, papers, &c., in connection with the dismissal of Mr. A. L. Desève, officer in charge of the fishery hatchery at Magog, Quebec, and the appointment of Mr. L. A. Audet to the said position. Presented February 23, 1914.—*Sir W. Laurier*.....*Not printed.*

44 (3*x*). Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, telegrams and other documents relating to the removal of Jas. T. Richardson as sub-Collector of Customs at Humboldt, Saskatchewan, and the appointment of a successor. Presented February 23, 1914.—*Mr. Neely*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

44 (3*y*). Supplementary Return to an Order of the House of the 10th December, 1912, for a return showing the number of dismissals from public offices by the present Government to this date in the constituency of Regina, together with the names of the dismissed officials, the reasons for their dismissals, the complaints against such officials, and a copy of all correspondence with respect to the same, and of all reports of any investigations held in respect of the same. Presented February 24, 1914.—*Mr. Martin* (*Regina*) ..... *Not printed.*

44 (3*z*). Return to an Order of the House of the 9th February, 1914, for a copy of all papers, documents, correspondence, &c., in connection with the dismissal of Mr. Hicks, of Bridgetown, N.S., from the customs service in 1913. Presented February 24, 1914.—*Mr. Maclean* (*Halifax*) ..... *Not printed.*

44 (4*a*). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Customs Department, relating to the dismissal of Ralph Harris, sub-collector of customs at Pelee Island, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented February 26, 1914.—*Mr. Clarke* (*Essex*) ..... *Not printed.*

44 (4*b*). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Customs Department, relating to the dismissal of Aylmer Orton, customs officer at Windsor, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented February 26, 1914.—*Mr. Clarke* (*Essex*). *Not printed.*

44 (4*c*). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Customs Department, relating to the dismissal of Frederick Forster, sub-collector of customs at Kingsville, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented February 26, 1914.—*Mr. Clarke* (*Essex*) ..... *Not printed.*

44 (4*d*). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Interior Department, relating to the dismissal of Andrew Darragh, immigration officer at Windsor, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented March 2, 1914.—*Mr. Clarke* (*Essex*). *Not printed.*

44 (4*e*). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Interior Department, relating to the dismissal of John Halstead, immigration officer at Windsor, Ont., and if there was an investigation, the names of all the witnesses, and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented March 2, 1914.—*Mr. Clarke* (*Essex*). *Not printed.*

44 (4*f*). Return to an Order of the House of the 26th May, 1913, for a copy of all correspondence, telegrams, inquiries, and reports, respecting the dismissal of Napoleon Daigle, lighthouse keeper at Barre à Boulard, Parish of St. Louis de Lotbinière, Quebec. Presented March 2, 1914.—*Mr. Fortier* ..... *Not printed.*

44 (4*g*). Supplementary Return to an Order of the House of the 19th March, 1913, for a return showing in detail the number of dismissals from the public service during the period from June 23, 1896, to September 21, 1911, in the County of Cumberland, Nova Scotia, in connection with any department of the public service; together with the names of the dismissed officials or employees, their ages at the time of entering the public service, the length of their period of service with dates, the amount of their remuneration, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissals, and of all minutes of evidence on investigation, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government; also the names of all persons appointed to fill vacancies caused by such dismissals, their ages at the date of appointment, the amount of their remuneration, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with said dismissals and investigations or removal from office. Presented March 2, 1914.—*Mr. Rhodes* ..... *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

44 (4*h*). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of the Postmaster General, relating to the dismissal of James H. Smart, postmaster at Kingsville, Ont., and if there was an investigation, the names of all the witnesses and a copy of the evidence; and also of all the papers connected with the appointment of his successor. Presented March 2, 1914.—*Mr. Clarke (Essex)* .....*Not printed.*

44 (4*i*). Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters and documents of every kind relating to the dismissal of John A. Roy from the position of postmaster at Maitland, County of Hants. Presented March 2, 1914.—*Mr. Macdonald* .....*Not printed.*

44 (4*j*). Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters and documents of every kind relating to the dismissal of Thomas Nelson, from the position of postmaster at Scotch Village, County of Hants. Presented March 2, 1914.—*Mr. Macdonald* .....*Not printed.*

44 (4*k*). Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters and documents of every kind relating to the dismissal of Albert McHeffey from the position of postmaster at Shubenacadie, County of Hants. Presented March 2, 1914. —*Mr. Macdonald* .....*Not printed.*

44 (4*l*). Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters and documents of every kind relating to the dismissal of C. Stewart McPhee from the position of postmaster at Enfield, County of Hants. Presented March 2, 1914.— *Mr. Macdonald* .....*Not printed.*

44 (4*m*). Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the first day of February, 1913, to date, in the County of Westmorland, New Brunswick, in connection with any of the departments of the public service, except the Post Office Department; together with the names of the dismissed officials or employees, the reasons for their respective dismissal, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government, or of the Government Railway Managing Board, or of the officials of the Intercolonial and the Prince Edward Island Railways; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented March 3, 1914.—*Mr. Emmerson* .....*Not printed.*

44 (4*n*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of D. Dishaw, employee of the Marine shipyard at Prescott, Ontario. Presented March 3, 1914.—*Mr. Turriff*.....*Not printed.*

44 (4*o*). Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters and documents of every kind relative to the dismissal of A. Michael Russell from the position of caretaker of the drill hall at Windsor, County of Hants. Presented March 3, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

44 (4*p*). Return to an Order of the House of the 2nd February, 1914, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Mr. A. Goyette, postmaster at St. Valerien de Milton, Shefford County, Quebec, and of the evidence taken, and of the reports of investigation held by Dr. W. L. Shurtleff in regard to the same. Presented March 5, 1914.—*Mr. Boivin*.....*Not printed.*

44 (4*q*). Return to an Order of the House of the 21st April, 1913, for a copy of the evidence and report in the investigation held by Mr. W. A. E. Flynn, in the case of P. D. Bourdages, keeper of the lighthouse at Bonaventure Point, Quebec, of the charges made against the said Bourdages by Ovide Bourdages, Raymond Bourdages, Pierre Henry, J. A. Mousseau and D. Champoux. Presented March 5, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*

44 (4*r*). Return to an Order of the House of the 21st April, 1913, for a copy of the charges made by Messrs. W. S. Montgomery, J. I. Boudreau, N. Bourg, J. A. Mousseau, N. Boudreau, against Louis Bujold, keeper of the lighthouse at Carleton Point, Quebec. Presented March 5, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

44 (4*s*). Return to an Order of the House of the 11th February, 1914, for a return showing reasons for the dismissal of Mr. Shinbine, caretaker of the Immigration Hall at Edmonton, the date of his appointment and of dismissal, and salary at time of dismissal; also the name of caretaker appointed in his place, with date of appointment, salary and qualifications. Presented March 6, 1914.—*Mr. Oliver*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

44 (4*t*). Return to an Order of the House of the 11th February, 1914, for a return showing the reasons for the dismissal of Mr. Webster, immigration agent at Edmonton; the date of his appointment and of dismissal, and salary at time of dismissal; also the name of the agent appointed in his place, with date of appointment, salary and qualifications? Presented March 6, 1914.—*Mr. Oliver*.....*Not printed.*

44 (4*u*). Return to an Order of the House of the 11th February, 1914, for a return showing reasons for the dismissal of Jacob Mohr, interpreter for the immigration agency at Edmonton; the date of his appointment and of dismissal, and salary at time of dismissal; also the name of the interpreter appointed in his place with date of appointment, salary and qualifications. Presented March 6, 1914.—*Mr. Oliver*.....*Not printed.*

44 (4*v*). Return to an Order of the Houe of the 11th February, 1914, for a return showing reasons for the dismissal of Mr. P. Tomkins, Dominion Lands Agent at Grouard, the date of his appointment and of dismissal, and salary at time of dismissal; also the name of agent appointed in his place, with date of appointment and salary. Presented March 6, 1914.—*Mr. Oliver*.....*Not printed.*

44 (4*w*). Return to an Order of the House of the 2nd February, 1914, for a copy of all documents bearing upon dismissals and appointments of officials of the Inland Revenue Department in Bonaventure County since January 1, 1913, to date; together with a statement showing the salaries, emoluments and amounts paid to the new appointees since appointment, compared with amounts paid officials for corresponding periods in 1911 and 1912. Presented March 6, 1914.—*Mr. Marcil (Bonaventure)*....*Not printed.*

44 (4*x*). Return to an Order of the House of the 2nd February, 1914, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Mr. Arthur Dupuis, postmaster at Pontbriand, County of Megantic, Quebec, and of the evidence taken and of the reports of investigation held by Dr. W. L. Shurtleff in regard to the same. Presented March 6, 1914...*Mr. Pacaud*.....*Not printed.*

44 (4*y*). Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, letters, telegrams, petitions and other documents relating to the dismissal of Jos. Serguis Archambault, as postmaster of the town of Terrebonne, and to the appointment of George Beausoldeil, as his successor. Presented March 6, 1914. *Mr. Seguin* .....*Not printed.*

44 (4*z*). Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, letters, telegrams, reports and all other papers relating to the dismissal of Martin Lanigan, postmaster at Sexton, County of Kent, New Brunswick, and of the minutes of evidence of any investigation or inquiry held relating to the said dismissal, and of all and any charges and recommendations connected therewith; also a copy of all letters written to the Postmaster General or to any official of the Post Office Department, by F. J. Robidoux, M.P., or by any other person relating to the said dismissal. Presented March 6, 1914.—*Mr. Emmerson*.....*Not printed.*

44 (5*a*). Return to an Order of the House of the 2nd February, 1914, for a copy of all documents, letters, correspondence and petitions asking for the dismissal of Mr. Felix Raymond, postmaster at Ste. Scholastique Village, County of Two Mountains, together with everything in connection with such dismissal. Presented March 6, 1914.—*Mr. Ethier.* *Not printed.*

44 (5*b*). Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the sub-lands agency in Gravelburg, Saskatchewan. Presented March 10, 1914.—*Mr. Knowles*.....*Not printed.*

44 (5*c*). Further Supplementary Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th of October, 1911, to this date, in the County of King's, Province of Nova Scotia, in connection with any of the departments of the public service, not including cases in which orders have already passed; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the Government, also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid, or to be paid, by any department in connection with the said dismissals and investigations or removals from office. Presented March 10, 1914.—*Mr. McKenzie*.....*Not printed.*

44 (5*d*). Return to an Order of the House of the 11th February, 1914, for a copy of all papers, telegrams, correspondence and petitions in any way referring to the dismissal of the postmaster at Ainslie Glen, Inverness County, and the appointment of Neil McKinnon to said office. Presented March 12, 1914.—*Mr. Chisholm (Inverness).* *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

44 (5*e*). Return to an Order of the House of the 9th February, 1914, for a copy of all papers, documents, correspondence, letters, &c., since October 1, 1911, relating to the appointment of a postmaster at Upper Ohio, Shelburne County, N.S. Presented March 12, 1914.—*Mr. Maclean* (*Halifax*).....*Not printed.*

44 (5*f*). Return to an Order of the House of the 9th February, 1914, for a copy of all papers, documents, correspondence, letters and telegrams, relating to the dismissal of Jos. H. Lefebvre, postmaster at Howick Station, County of Chateauguay, and the appointment of his successor. Presented March 12, 1914.—*Mr. Robb*.....*Not printed*

44 (5*g*). Return to an Order of the House of the 11th February, 1914, for a copy of all correspondence, letters, telegrams, petitions and other documents in any way connected with the dismissal of the postmaster at Alexander, Inverness County, and the appointment of a successor. Presented March 12, 1914.—*Mr. Chisholm* (*Inverness*).
Not printed.

44 (5*h*). Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, letters, telegrams and documents of all kinds in possession of the Government or any department thereof, in any way relating to the employment of and dismissal from the Geological Survey of Canada of N. H. McLeod, North East Margaree, Inverness County, N.S. Presented March 12, 1914.—*Mr. Chisholm* (*Inverness*).
Not printed.

44 (5*i*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of M. Barry, from the service of the Marine Department at Prescott, Ontario. Presented March 17, 1914.—*Mr. Lemieux*.....*Not printed.*

44 (5*j*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of W. Granton, from the service of the Marine Department at Prescott, Ontario. Presented March 17, 1914.—*Mr. Thomson* (*Qu'Appelle*).
Not printed.

44 (5*k*). Return to an Order of the House of the 9th February, 1914, for a copy of all letters, and telegrams in connection with the dismissal of the postmaster at Fletwode, Saskatchewan, and the changing of the location of the said post office. Presented March 17, 1914.—*Mr. Turriff*.....*Not printed.*

44 (5*l*). Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the number of dismissals or removals from office from 1st February, 1913, of postmasters in the County of Westmorland, New Brunswick; together with the names of the dismissed postmasters, or postmistresses, the reason of their dismissal, and a copy of the charges or complaints against such officials respectively, and of all correspondence with respect to the same; and of all correspondence, recommendations, petitions, protests and other documents, and of all notes of evidence and of the reports of investigations, where such were held, relating thereto, or to the appointment of successors to fill such offices respectively; and also the names of all persons appointed to fill the vacancies caused by such dismissals, and of the persons by whom the same respectively were recommended for appointment. Presented March 17, 1914.—*Mr. Emmerson.*
Not printed.

44 (5*m*). Return to an Order of the House of the 16th February, 1914, for a return showing the name of the postmaster of the Parish of St. Henri de Lauzon, County of Lévis, who, it is said, was dismissed from office since September, 1911, the reasons for such dismissal, the nature of the complaints made against him, the names of the parties who made those complaints, together with a copy of all correspondence and telegrams relating thereto, the name of the inquiring commissioner, and report of investigation, if any, and of all evidence taken at the investigation, the names of those who recommended the successor, names of the parties by whom the Government was represented at such investigation, with a detailed statement of all the accounts paid or to be paid by any department in connection with the aforesaid dismissal and investigation, the names of the parties who received any money or filed their accounts in connection with said investigation, and the amount awarded to or claimed by each of them. Presented March 17, 1914.—*Mr. Bourassa*.....*Not printed.*

44 (5*n*). Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, petitions, telegrams, evidence, reports, papers and documents, in the possession of the Post Office Department, or any other department, relating to the dismissal of Geo. Skates, postmaster at Appin, Ontario; and if there was an investigation, the name of the investigator and witnesses, a copy of the evidence and of letters, papers, petitions, recommendations and other documents connected with the appointment of Mr. Skates' successor. Presented March 17, 1914.—*Mr. Ross*.....*Not printed.*

44 (5*o*). Return to an Order of the House of the 9th March, 1914, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Geo. J. Ryan and Charles Hamlin from the Canadian customs service at Newport, Vermont, and of the appointment of Charles A. Boright and Frank S. Baker to the said positions. Presented March 20, 1914.—*Mr. Boivin*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

44 (5*p*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations, in any way relating to the dismissal of J. Shaver, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Law*.....*Not printed.*

44 (5*q*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of R. Lunay, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Carroll*.....*Not printed.*

44 (5*r*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Slattery, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Béland*.....*Not printed.*

44 (5*s*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Walsh, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

44 (5*t*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of W. Gerts, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Wilson (Laval)*.....*Not printed.*

44 (5*u*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of D. Boivard, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Kyte*.....*Not printed.*

44 (5*v*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of G. Scott, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Nesbitt*.....*Not printed.*

44 (5*w*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Offspring, employee of the Marine shipyard at Prescott Ontario. Presented March 20, 1914.—*Mr. Warnock*.....*Not printed.*

44 (5*x*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Hayes, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Turriff*.....*Not printed.*

44 (5*y*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of P. Belanger, from the service of the Marine Department at Prescott, Ontario. Presented March 20, 1914.—*Mr. Proulx*.....*Not printed.*

44 (5*z*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of L. Place, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Pacaud*.....*Not printed.*

44 (6*a*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of C. Kavanagh, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Carvell*.....*Not printed.*

44 (6*b*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Roche, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Sinclair*.....*Not printed.*

44 (6*c*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. McInnis, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. McCoig*.....*Not printed.*

44 (6*d*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of E. Scott, employee of the Marine shipyard at Prescott, Ontario. Presented March 29, 1914.—*Mr. Demers*.....*Not printed.*

44 (6*e*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of C. Wright, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Clark (Red Deer)*.....*Not printed.*

44 (6*f*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of L. Lalonde, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Bureau*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

44 (6*g*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of H. Birks, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Charlton*.....*Not printed.*

44 (6*h*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of W. Jarvis, employee of the Marine shipyard at Prescott, Ontario. Presented March 20, 1914.—*Mr. Gauvreau*.....*Not printed.*

44 (6i). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. McDermott, employee of the Marine shipyard at Prescott, Ontario. Presented March 23, 1914.—*Mr. Devlin*.....*Not printed.*

44 (6*j*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of George L. Brown, officer in charge of the Dominion lighthouse, Prescott Depot, Ontario, and the appointment of his successor. Presented March 23, 1914.—*Mr. Proulx*.....*Not printed.*

44 (6*k*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. Lane, employee of the Marine shipyard at Prescott, Ontario. Presented March 23, 1914.—*Mr. MacNutt*.....*Not printed.*

44 (6*l*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of D. Perrin, employee of the Marine shipyard at Prescott, Ontario. Presented March 23, 1914.—*Mr. Lemieux*.....*Not printed.*

44 (6*m*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence, and recommendations in any way relating to the dismissal of J. A. Mundle, employee of the Marine shipyard at Prescott, Ontario. Presented March 23, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

44 (6*n*). Return to an Order of the House of the 16th February, 1914, for a return showing the name of the postmaster of the Parish of St. Lambert, County of Lévis, who, it is stated, was dismissed from office since September, 1911, the reasons for such dismissal, the nature of the complaints made against him, the names of the parties who made those complaints, together with a copy of all correspondence and telegrams relating thereto, the name of the inquiring commissioner, and report of investigation, if any, and of all evidence taken at the investigation, the names of those who recommended the successor, names of the parties by whom the Government was represented at such investigation, with a detailed statement of all the accounts paid or to be paid by any department in connection with the aforesaid dismissal and investigation, the names of the parties who received any money or filed their accounts in connection with said investigation and the amount awarded to or claimed by each of them. Presented March 23, 1914.—*Mr. Bourassa*.....*Not printed.*

44 (6*o*). Return to an Order of the House of the 2nd February, 1914, for a return showing the changes in postmasterships in Bonaventure County from January 1, 1913, to date, with a list of dismissals, and reasons therefor, and of new appointments, also a copy of all reports, correspondence, petitions and documents generally bearing on this subject; together with a list of post office contracts cancelled in said constituency, with reasons therefor, if any, and of new contracts awarded, with the old rate and the new, and whether tenders were called for, in each case, and whether contracts were awarded to lowest tenderer or not. Presented March 23, 1914.—*Mr. Marcil (Bonaventure)*. *Not printed.*

44 (6*p*). Return to an Order of the House of the 2nd February, 1914, for a return of all reports, memorials, correspondence and documents generally, bearing on the dismissal of customs officials in Bonaventure county from January 1, 1913, to date, together with a statement of salaries paid to old and new officials, and a copy of recommendations on which new officials were appointed, if any. Presented March 25, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

44 (6*q*). Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the number of dismissals from office since October 1, 1911, not already brought down, of postmasters in the County of Albert, New Brunswick, together with the names of the dismissed postmasters, the reason of their dismissal, and a copy of the charges or complaints against such officials respectively, also a copy of all correspondence, recommendations, petitions, protests and other documents, and of all notes of evidence and of the reports of investigations, where such were held with respect to the same or relating thereto, or to the appointment of successors to fill such offices respectively. And also the names of all persons appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same were respectively recommended for appointment. Presented March 25, 1914.—*Mr. Emmerson*.....*Not printed.*

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44 (6*r*). Supplementary Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the constituency of Queen's, Shelburne, Nova Scotia, in connection with any of the departments of the public service, not including cases in which orders have already been passed; together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held and of all reports relating to such dismissals now in the possession of any of the departments of the Government, also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same may have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented March 26, 1914.—*Mr. Law*.....*Not printed.*

44 (6*s*). Supplementary Return to an Order of the House of the 10th December, 1912, for a return showing all the public officers dismissed by the present Government in the electoral district of Kamouraska, with the names and duties of such persons respectively, the reason for their dismissal, the nature of the complaints brought against them, also of all correspondence relating thereto and reports of inquiries in cases where such have been held. Presented March 26, 1914.—*Mr. Lapointe* (*Kamouraska*).....*Not printed.*

44 (6*t*). Return to an Order of the House of the 16th February, 1914, for a return showing the name of the postmaster of the Parish of Notre Dame de Charny, County of Lévis, who, it is stated, was dismissed from office since September, 1911, the reasons for such dismissal, the nature of the complaints made against him, the names of the parties who made those complaints, together with a copy of all correspondence and telegrams relating thereto, the name of the inquiring commissioner, and report of investigation, if any, and of all evidence taken at the investigation, the names of those who recommended the successor, names of the parties by whom the Government was represented at such investigation, with a detailed statement of all the accounts paid or to be paid by any department in connection with the aforesaid dismissal and investigation, the names of the parties who received any money or filed their accounts in connection with said investigation, and the amount awarded to or claimed by each of them. Presented March 31, 1914.—*Mr. Bourassa* .....*Not printed.*

44 (6*u*). Return to an Order of the House of the 16th March, 1914, for a copy of all telegrams, letters and correspondence in connection with the dismissal of Charles S. Melanson, postmaster of Corberrie, Digby County, N.S. Presented April 1, 1914.—*Mr. Law* .
Not printed.

44 (6*v*). Return to an Order of the House of the 11th February, 1914, for a return showing reasons for the dismissal of Gordon McDonald, homestead inspector in the Grouard Land Agency, the date of his appointment and of dismissal, and salary at time of dismissal; also the names of inspector appointed in his place, with date of appointment and salary. Presented April 2, 1914.—*Mr. Oliver*.....*Not printed.*

44 (6*w*). Return to an Address to His Royal Highness the Governor General of the 17th February, 1913, for a copy of all letters, papers and documents relating to the appointment of W. F. Slack as clerk of works in the Department of Public Works at Ottawa; a copy of the charges against the said W. F. Slack, which were investigated by Honourable F. D. Monk, and of all the letters suspending and re-instating the said W. F. Slack; of the employees memorial, dated May 11, 1912, and addressed to Honourable F. D. Monk; praying for the retention in office of the said W. F. Slack; a copy of the charges investigated by Commissioner R. V. Sinclair, of the evidence taken and the reports made by the said commissioner; and also of all correspondence, requests, recommendations and orders in council relating to the dismissal of the said W. F. Slack. Presented April 2, 1914.—*Mr. Murphy* .....*Not printed.*

44 (6*x*). Return to an Order of the House of the 28th April, 1913, for a copy of all correspondence, memoranda, reports, telegrams, and of all documents whatsoever, in connection with and having relation to the dismissal of William Brunelle, lighthouse keeper at Pointe à Citrouille, County of Champlain, Province of Quebec. Presented April 2, 1914. —*Mr. Bureau* .....*Not printed.*

44 (6*y*). Return to an Order of the House of the 23rd March, 1914, for a copy of all documents, correspondence, petitions, recommendations, &c., in connection with the dismissal of Arthur Levesque, light keeper at Grosse Isle, Kamouraska, and with the appointment of his successor? Presented April 7, 1914.—*Mr. Lapointe* (*Kamouraska*)..*Not printed.*

44 (6*z*). Return to an Order of the House of the 28th April, 1913, for a copy of all correspondence, memoranda, reports, telegrams and all other documents whatsoever having reference to the dismissal of L. Philippe Carignan, lighthouse keeper at Champlain, County of Champlain. Presented April 2, 1914.—*Mr. Bureau*.....*Not printed.*

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44 (7*a*). Return to an Order oft he House of the 23rd March, 1914, for a copy of all documents, petitions, correspondence, recommendations, investigations, &c., in connection with the dismissal of Dominique Levesque, lightkeeper at Rivière Ouelle wharf, County of Kamouraska, and with the appointment of his successor. Presented April 7, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

44 (7*b*). Return to an Order of the House of the 2nd February, 1914 ,for a return showing in detail the number of dismissals from public offices by the present Government in the electoral district of Shefford from the 1st of October, 1911, not already brought down to the present date; together with the names of the dismissed officers, the reasons for their dismissal, the complaints against such officials, names of the complainants in each case, and the names of their successors in office. Presented April 16, 1914.—*Mr. Boivin.* *Not printed.*

44 (7*c*). Supplementary Return to an Order of the House of the 10th December, 1912, for a return showing all public officers removed by the present Government in the District of Portneuf, together with the names and duties of each person, the reasons for their dismissal, the nature of the complaints brought against them, also a copy of all correspondence relating thereto and reports of inquiries in cases where such were held. Presented April 16, 1914.—*Mr. Delisle*.....*Not printed.*

44 (7*d*). Return to an Order of the House of the 4th February, 1914, for a copy of all correspondence relative to the dismissal of Alex. W. Finlayson, keeper of light on St. Esprit Island, Richmond County, N.S., and to his resignation and the appointment of a successor. Presented April 17, 1914.—*Mr. Kyte*.....*Not printed.*

44 (7*e*). Return to an Order of the House of the 4th March, 1914, for a copy of all papers, evidence, &c., in connection with the investigation held by the Department of Marine and Fisheries against the light keeper of Cape Cove, County of Gaspé, in 1911. Presented April 17, 1914.—*Mr. Lemieux*.....*Not printed.*

44 (7*f*). Return to an Order of the House of the 16th February, 1914, for a copy of all telegrams, correspondence and documents of all kinds in any way relating to the dismissal or suspension from duty of Dan Cormier, an officer in the life-saving station at Eastern Harbour, Inverness County, Nova Scotia. Presented April 21, 1914.—*Mr. Chisholm (Inverness)* ..... *Not printed.*

44 (7*g*). Return to Order of the House of the 16th February, 1914, for a copy of all documents bearing on the appointment and dismissal of Ben. V. Willett, as light keeper at Point Duthie, Quebec, and of the appointment of James Doddridge as his successor, as well as of those bearing on the contemplated removal of that light to Maria wharf. Presented April 21, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

44 (7*h*). Return to an Order of the House of the 12th February, 1914, for a return showing the names of the postmasters who have been dismissed in the County of Lévis since the month of September, 1911; the number of the dismissed postmasters, since the month of September, 1911, who have been appointed in the place of postmasters dismissed under the late administration; and the names of the postmasters who were dismissed under the late administration. Presented April 22, 1914.—*Mr. Bourassa*..*Not printed.*

44 (7*i*). Return to an Order of the House of the 2nd March, 1914, for a copy of all correspondence, papers, documents, evidence, reports, telegrams, &c., relating to the dismissal of John A. L. McLellan, late Light keeper at Fish Island, Prince Edward Island. Presented April 28, 1914.—*Mr. Hughes (Kings, P.E.I.)*..... *Not printed.*

44 (7*j*). Return to an Order of the House of the 6th April, 1914, for a copy of all documents bearing on the dismissal of Thomas Le Blanc, as postmaster of Allard, Bonaventure County, and the appointment of his successor. Presented April 30, 1914.—*Mr. Marcil (Bonaventure)* ..... *Not printed.*

44 (7*k*). Return to an Order of the House of the 21st April, 1913, for a copy of all letters, telegrams, petitions, complaints, evidence, reports and other documents relating to the dismissal of William E. Ehler, Lightkeeper, Queensport, N.S., also a detailed statement of the expenses connected with the investigation, distinguishing the allowance paid the commissioner from travelling expenses and witness fees; and of all papers connected with the appointment of Mr. Ehler's successor. Presented May 5, 1914.—*Mr. Sinclair.* *Not printed.*

44 (7*l*). Return to an Order of the House of the 2nd March, 1914, for a copy of all letters, petitions, telegrams, evidence, reports, papers and documents in the possession of the Post Office Department, or any other Department, relating to the dismissal of Samuel Dickson, postmaster at Seaforth, Ontario, and if there was an investigation, the names of the investigator and witnesses, with a copy of the evidence and of all letters, papers, petitions, recommendations, or other documents connected with the appointment of Mr. Dickson's successor. Presented May 8, 1914.—*Mr. Ross*.....*Not printed.*

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44 (7*m*). Return to an Order of the House of the 6th April, 1914, for a copy of all petitions, letters, complaints and other documents relating to the dismissal of Charles McPherson, postmaster at North Riverside, County of Guysborough, N.S., and of all recommendations and correspondence relating to the appointment of his successor; also a copy of all evidence and of the report of the investigation, if any, and a statement of the expenses of said investigation. Presented May 8, 1914.—*Mr. Sinclair*.....*Not printed.*

44 (7*n*). Return to an Order of the House of the 9th March, 1914, for a copy of all letters, telegrams, petitions, notes of evidence, charges, if any, and other papers and documents relating to the dismissal of Christian L. Ehler, postmaster at Queensport, N.S., and of all correspondence, petitions and other papers and documents relating to the appointment of his successor, with a detailed statement of the expenses of the said investigation, if any. Presented May 11, 1914.—*Mr. Sinclair*.....*Not printed.*

44 (7*o*). Return to an Order of the House of the 12th March, 1914, for a return showing:—

1. Whether Christian L. Ehler, postmaster at Queensport, N.S., has been dismissed; and if so, when?
2. Whether the charges against this postmaster were in writing, and by whom the said charges were signed?
3. What the charges were?
4. Who conducted the investigation, if any?
5. Whether the investigation took place after the dismissal or before?
6. Whether the commissioner recommended the dismissal of this postmaster?
7. The names of the witnesses examined?
8. The expense of the investigation in detail?
9. If the Postmaster General is of the opinion that the evidence taken at the investigation justified this dismissal? Presented May 11, 1914.—*Mr. Sinclair.*

Not printed.

44 (7*p*). Return to an Order of the House of the 19th February, 1913, for a copy of all letters, petitions, telegrams, complaints, findings, reports and other papers in the possession of the Post Office Department, or any Department of the Government, relating to the dismissal or discharge of James White, postmaster at Sidney, British Columbia and if there was an investigation, the names of the witnesses examined and a detailed statement of the expenses of such investigation; also of all letters, telegrams, recommendations and other papers connected with the appointment of his successor. Presented May 11, 1914.—*Mr. Sinclair*.....*Not printed.*

44 (7*q*). Return to an Order of the House of the 9th March, 1914, for a copy of the petition, recommendations and other correspondence relating to the change in the location of the post office at Mount St. Patrick in South Renfrew, and the dismissal of the postmaster. Presented May 11, 1914.—*Mr. Graham*.....*Not printed.*

44 (7*r*). Return to an Order of the House of the 16th February, 1914, for a copy of all documents bearing on the dismissal of the officer in charge of the Port Daniel West, Quebec, lobster hatchery, Edward Dea, and on the appointment of his successor. Presented May 15, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

44 (7*s*). Return to an Order of the House of the 20th April, 1914, for a copy of all correspondence in connection with the dismissal of A. C. Cameron of Fairlight, Saskatchewan, from his position as mail contractor. Presented May 16, 1914.—*Mr. Turriff.*

Not printed.

44 (7*t*). Return to an Order of the House of the 16th March, 1914, for a copy of all charges, correspondence, letters, petitions, telegrams and other documents relating to the dismissal of Mr. Geo. F. Payne, postmaster at Granby, Shefford County, Quebec, and of the appointment of his successor, Mr. J. L. Dozois, N.P., and also of the transfer of the said office from the one to the other, together with a copy of the evidence taken at all investigations held in connection with the said dismissal, appointment and transfer, and of the reports of said investigations. Presented May 16, 1914.—*Mr. Boivin.*

Not printed.

44 (7*u*). Return to an Order of the House of the 30th March, 1914, for a return showing the names of the postmasters who have been dismissed from the office since 1900, in the County of Portneuf, the number of investigations and the names of those whose cases were investigated. Presented May 16, 1914.—*Mr. Delisle*.....*Not printed.*

44 (7*v*). Return to an Order of the House of the 23rd March, 1914, for a copy of all letters, telegrams, correspondence, complaints and protests on file, reefrring to the dismissal of the late postmaster at Havre Boucher, N.S., and to the appointment of a successor. Presented May 16, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

44 (7*w*). Return to an Order of the House of the 6th April, 1914, for a copy of all documents, investigations, reports and letters, concerning the dismissal of William Campbell, light keeper on the wharf at New Richmond, Quebec, and the appointment of James Robertson as his successor; together with a copy of recommendations and the letters respecting the appointment, if any. Presented May 29, 1914.—*Mr. Marcil (Bonaventure).*

Not printed.

CONTENTS OF VOLUME 28—*Continued.*

44 (7*x*). Supplementary Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the first day of February, 1913, to date, in the County of Westmorland, New Brunswick, in connection with any of the Departments of the Public Service, except the Post Office Department, together with the names of the dismissed officials or employees, the reasons for their respective dismissal, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal and of all minutes of evidence of investigations where any such were held and of all reports relating to such dismissals now in the possession of any of the departments of the Government, or of the Government Railway Managing Board, or of the officials of the Intercolonial and the Prince Edward Island Railways; also the names of all parties appointed to fill the vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented June 2, 1914.—*Mr. Emmerson*.....*Not printed.*

44 (7*y*). Return to an Order of the House of the 14th April, 1913, for a return showing the detail and number of dismissals from public offices in the Department of Marine and Fisheries from December 5, 1912, to this date, in the County of Bonaventure, the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, and of all reports of investigations, where such were held; as well as a list of the new appointments made by the department, with names, residence, salaries and duties, and a copy of all recommendations of such appointments. Presented June 2, 1914.—*Mr. Mareil (Bonaventure)*. *Not printed.*

44 (7*z*). Return to an Order of the House of the 4th May, 1914, for a copy of all complaints and other documents bearing upon the dismissal of J. R. Denison as postmaster of Richmond, Quebec, and the appointment of his successor. Presented June 2, 1914.—*Mr. Tobin* ..... *Not printed.*

44 (8*a*). Return to an Order of the House of the 4th May, 1914, for a copy of all correspondence exchanged by and with the Department of Inland Revenue and the late J. G. Mousseau and A. M. Coldwell, New Carlisle, Quebec, and David Champoux, Campbellton, N.B., or Restigouche, Quebec, in connection with the dismissal of Arthur B. Caldwell, Assistant Inspector of Weights and Measures, District of Quebec. Presented June 8, 1914.—*Mr. Marcil*.....*Not printed.*

44 (8*b*). Supplementary Return to an Order of the House of the 3rd March, 1913, for a return showing in detail the number of dismissals from public offices and positions of employment by the present Government since the 11th day of October, 1911, to this date, in the County of Annapolis, Nova Scotia, in connection with any of the departments of the public service, but not including cases in which orders have already passed together with the names of the dismissed officials or employees, the reason for their respective dismissals, the complaints or charges against them, and by whom made; together with a copy of all correspondence, letters, telegrams and other communications with respect to each such case of dismissal, and of all minutes of evidence of investigations, where any such were held, and of all reports relating to such dismissals now in the possession of any of the departments of the government; also the names of all parties appointed to fill vacancies caused by such dismissals, and the names of the persons by whom the same have been respectively recommended for appointment; together with a detailed statement of all amounts and expenses paid by any department in connection with the said dismissals and investigations or removals from office. Presented June 8, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

44 (8*c*). Partial Return to an Order of the House of the 18th February, 1914, for a copy of all charges, complaints, memorials, correspondence and telegrams, not already produced, relating to officials in any department of the Government since October 10, 1911, the number of officials dismissed, reports of investigations held in respect of such charges, items of expenditure and cost of each investigation, the names of persons appointed to office in the place of dismissed officials, and of all recommendations received in behalf of persons so appointed in the Province of Prince Edward Island. Presented June 12, 1914.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

44 (8*d*). Return to an Order of the House of the 1st June, 1914, for a copy of all charges and complaints, letters, telegrams and correspondence respecting the dismissal of Captain Jeremiah Decoste, mate and craneman, employed on dredge *No. 6* under Captain Dan Gillis during the season of 1912, and of all representations made and correspondence had with the Department of Public Works, or any officer thereof regarding his re-instatement. Presented June 12, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

45. Return to an Order of the House of the 12th May, 1913, for a copy of all communications made by the Canadian Forestry Association to the Government between March 31, 1912, and March 31, 1913, with the replies made thereto. Presented January 19, 1914.—*Mr. Oliver* ..... *Not printed.*

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46. Return to an Order of the House of the 16th January, 1913, for a return showing the number of bushels of grain and sacks or barrels of flour which were shipped from Fort William and Port Arthur by vessel during 1912, and the different kinds of grain respectively; to what points were the same shipped in Canada and the United States giving quantities and kinds respectively, and at what points in Canada was grain or flour received by vessel from the United States, giving the quantities and kinds respectively. Presented January 19, 1914.—*Mr. Bennett (Simcoe)*.....*Not printed.*

47. Return to an Order of the House of the 7th May, 1913, for a copy of the report concerning Indian Titles which was presented to the Superintendent General of Indian Affairs under date of August 20, 1909. Presented January 19, 1914.—*Mr. Thompson (Yukon).* *Not printed.*

48. Copy of Order in Council No. P. C. 3002, dated 29th November, 1913, in respect to Pensions or Gratuities to officers of the Royal Canadian Navy, in accordance with section 47 of the Naval Service Act, 1910. Presented by Hon. Mr. Hazen, January 19, 1913. *Not printed.*

49. Return to an Order of the House of the 26th May, 1913, for a copy of all telegrams, letters, &c., from the Department of Customs sent to or received from John C. Bourinot, Port Hawkesbury, customs officer, during the years 1895-6-7. Presented January 19, 1914. —*Mr. Chisholm (Inverness)*.....*Not printed.*

49a. Return to an Order of the House of the 26th May, 1913, for a return showing a complete list of the seizures made by John C. Bourinot, during his incumbency as acting preventive officer from 1884 to 1886; also during his term of office as Collector of Customs for the Port of Hawkesbury from 1886 to 1898, also during his term of office of special officer of customs from 1898 to 1912; with the date of each seizure, number of each seizure, name of party from whom seizure was made, in case of vessels, the names of the vessels; also the names of the owners of such vessels, the amount of each seizure, name of port where seizure was made, and the amount of the seizures made by him from 1884 to May 1, 1912, for the whole Province of Nova Scotia. Presented January 19, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

50. Statement of Governor General's Warrants issued since the last session of parliament on account of 1913-14. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

51. Statement in pursuance of Section 17 of the Civil Service Insurance Act, for the year ending March 31, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

52. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending December 31, 1913, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy is filled by promotion or by appointment, and salary of any new appointee. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

53. Statement of Receipts and Expenditures of the Ottawa Improvement Commission to March 31, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

54. Statement of expenditure on account of "Miscellaneous Unforeseen Expenses," from the 1st April, 1913, to the 14th January, 1914, in accordance with the Appropriation Act of 1912. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

55. Statement of the affairs of the Royal Society of Canada, for the year ended April 30, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

56. Statement of Temporary Loans since March 31, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

57. Statement of Treasury Bills discounted since March 31, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

58. Certified List of Shareholders of the Montreal City and District Savings Bank, and La Caisse D'Economie de Notre Dame de Quebec, as on the 31st December, 1913. Presented by Hon. Mr. White, January 19, 1914.....*Not printed.*

59. Copies of General Orders promulgated to the militia for the period between November 18, 1912, and November 25, 1913. Presented by Hon. Mr. Hughes, January 19, 1914. *Not printed.*

60. Return to an Order of the House of the 30th April, 1913, for a copy of the report made by the Inquiring Commissioner, Mr. J. H. Bergeron, in the inquiry lately held by him, at Quebec, *re* Doctor J. D. Page, of Quebec ,and of the reports made by the advocate of the complainant and defendant in the same cause at the request of the Inquiring Commissioner. Presented January 20, 1914.—*Mr. Boulay*.....*Not printed.*

61. Return to an Order of the House of the 26th March, 1913, for a copy of all petitions, reports, recommendations, correspondence, letters, telegrams and other communications concerning the east half of section 36, in township 6, range 8, west of the fourth meridian. Presented January 20, 1914.—*Mr. Buchanan*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

61a. Return to an Order of the House of the 24th February, 1913, for a copy of all memoranda, letters, papers, or other documents in the possession of the Department of the Interior relating to the N.W. ¼ of 8-49-23-4, and the S.W. ¼ of 7-49-28-4. Presented January 20, 1914.—*Mr. Oliver*.....*Not printed.*

62. Return to an Order of the House of the 22nd January, 1913, for a copy of all correspondence, &c., exchanged between the Minister of Labour and the Canadian Pacific Railway strikers on their application for a Board of Conciliation and Investigation. Presented January 20, 1914.—*Mr. Lemieux*.....*Not printed.*

63. By-laws of the Moravian Indians of the Thames and Regulations of the Abenakis Indians of St. Francis, approved by His Excellency the Administrator in Council on the 27th March, 1913, and the 21st April, 1913, respectively. Presented by Hon. Mr. Coderre, January 20, 1914.....*Not printed.*

64. General Rules and Orders of the Exchequer Court of Canada made, respectively, on the 24th September, 1913, and the 13th December, 1913. Presented by Hon. Mr. Coderre, January 20, 1914.....*Not printed.*

65. Regulations under "The Destructive Insect and Pest Act."—(*Senate*).....*Not printed.*

66. Remission of Duties and refund under Section 92, Audit Act.—(*Senate*).....*Not printed.*

67. Return to an Order of the House of the 19th May, 1913, for a return showing a comparative and detailed statement of costs of production, maintenance, operation, and management, and receipts of the Dog Fish Reduction Works at Clark's Harbour, N.S., for the years 1910, 1911 and 1912. Presented January 21, 1914.—*Mr. Maclean (Halifax)*. *Not printed.*

68. Return to an Order of the House of the 21st May, 1913, for a copy of all papers, letters, documents, contracts, settlements, records of settlements, and all other papers and documents in any way relating to the claim of the Rainy River Navigation Company against the Government, arising out of a subsidy agreement for the operation of certain boats between Fort Frances and Kenora for the season of 1911, or in connection with the settlement of the said claim, or of the said subsidy. Presented January 21, 1914.—*Mr. Maclean (York)*.....*Not printed.*

69. Return to an Order of the House of the 31st March, 1913, for a copy of all correspondence, letters, telegrams, reports, recommendations, certificates, and of all other documents relating to the appointment of Mr. J. S. Jackson as superintendent of the Government shipyards at St. Joseph de Sorel. Presented January 22, 1914.—*Mr. Cardin*. *Not printed.*

70. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, reports, bonds of indemnity, and all other papers and documents in the possession of the Post Office Department, or any department of the Government, relating to the letting of a contract for carrying the mails between Sherbrooke, County of Guysborough, N.S., and Moser's River, County of Halifax, N.S., during the years 1911 and 1912. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*

70a. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, and other documents relating to the mail contract between Scotsburn Station and West Branch, River John, County of Pictou, in the year 1912. Presented January 22, 1914. —*Mr. Macdonald*.....*Not printed.*

70b. Return to an Order of the House of the 2nd April, 1913, for a copy of all correspondence, reports and other documents relative to the mail contract between Scotsburn and West Branch, River John, Pictou County, since October 1, 1911. Presented January 22, 1914. —*Mr. Macdonald*.....*Not printed.*

70c. Return to an Order of the House of the 10th December, 1912, for a return showing (*a*) each mail contract awarded since the 15th of October, 1911; (*b*) the name of the tenderer in each case; (*c*) the figures of each tender; and (*d*) the name of each party to whom such contract has been awarded. Presented January 22, 1914.—*Mr. Lemieux*.....*Not printed.*

70d. Return to an Order of the House of the 15th January, 1913, for a return showing a list of the mail carriers whose contracts have been cancelled or renewed by the present Government in the County of Two Mountains, the names of such persons, the reasons for cancelling or renewing the said contracts, the former price and the present price of the said contracts; also a copy of all correspondence relating to the said mail carriers. Presented January 22, 1914.—*Mr. Ethier*.....*Not printed.*

70e. Return to an Order of the House of the 9th December, 1912, for a return showing all the mail contracts made between the Post Office Department of Canada and any party or parties, and cancelled before the maturity thereof from October 15, 1911, to the 15th of November, 1912, designating such cancelled mail contracts by giving the name of the contractor, the amount of the contract, the period of the unexpired service, the name of the district or districts, and the county and province wherein the service was performed, together with the reasons for such cancellation. Presented February 12, 1914. —*Mr. Maclean (Halifax)*.....*Not printed.*

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70*f*. Return to an Order of the House of the 29th January, 1913, for a copy of all papers, and documents of every nature and kind relating to a certain mail contract between Back Shore and Pictou, County of Pictou, since the death of the late contractor D. G. McKay, in 1912. Presented February 20, 1914.—*Mr. Macdonald*.....*Not printed.*

70*g*. Return to an Order of the House of the 14th April, 1913, for a copy of the contract between the Post Office Department and Napoleon Le Blanc, for the carrying of the mails between Carleton Centre and Carleton, Quebec, Railway Station, and of all correspondence, petitions, and other letters bearing on the cancelling of that contract and the awarding of a new one, with a copy of said new contract. Presented February 23, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

70*h*. Return to an Order of the House of the 2nd April, 1913, for a copy of all papers relating to the mail contract from Noël to Walton, County of Hants, during the present year. Presented February 26, 1914.—*Mr. Macdonald*.....*Not printed.*

70*i*. Return to an Order of the House of the 12th May, 1913, for a copy of all tenders for, and correspondence relating to, the awarding of the contract for the carrying of His Majesty's mail between Warkworth and Colborne, County of Northumberland. Presented February 26, 1914.—*Mr. Graham*.....*Not printed.*

70*j*. Return to an Order of the House of the 12th May, 1913, for a copy of all correspondence, papers, &c., in connection with the carrying of the mail between St. François Xavier de Brompton and Windsor Mills, Quebec. Presented February 26, 1914.—*Mr. Tobin.* *Not printed.*

70*k*. Return to an Order of the House of the 17th February, 1913, for a return showing the number of mail contracts cancelled in the Province of Nova Scotia since October 10, 1911, the names of the contractors, the prices paid to them, the reason for the cancellation in each case, and a copy of any investigations and reports had into the causes of such cancellations, the names of the new contractors and the prices paid to them in each case. Presented March 2, 1914.—*Mr. Sinclair*.....*Not printed.*

70*l*. Return to an Order of the House of the 4th December, 1912, for a return showing the number of mail contracts cancelled in the County of Pictou since the 1st of October, 1911; the names of the contractors, the prices paid to them, the reason for the cancellation in each case; and a copy of any investigations and reports had into the causes of such cancellations, the names of the new contractors and the prices paid to them in each case. Presented March 2, 1914.—*Mr. Macdonald*.....*Not printed.*

70*m*. Return to an Order of the House of the 31st March, 1913, for a copy of all tenders received and of all letters, telegrams, papers and other documents relating to the mail contract between Tatamagouche and Brulé Shore, Colchester County, during the present year. Presented March 2, 1914.—*Mr. Macdonald*.....*Not printed.*

70*n*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, telegrams and correspondence referring to the tenders received and the contracts awarded, if any, for the carrying of the mails between Antigonish and Livingstone Cove. Presented March 5, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

70*o*. Return to an Order of the House of the 19th May, 1913, for a copy of all telegrams and correspondence on file relating to the mail service between Antigonish and Livingstone Cove, and of the tenders received, and the contract entered into for this service. Presented March 12, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

70*p*. Return to an Address to His Excellency the Administrator of the 28th April, 1913, for a copy of all documents, tenders, contracts, correspondence, orders in council, &c., in reference to the mail service between Bridgetown, Port Lorne and Hampton, Parker's Cove, Annapolis County, N.S., for which service tenders were recently solicited. Presented March 12, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

70*q*. Return to an Order of the House of the 9th February, 1914, for a copy of the advertisement for tenders, and of the tenders received, and of the contract awarded last year, for the carrying of the mails between Antigonish and Livingstone Cove, and of all letters, telegrams, correspondence and documents in any way relating thereto. Presented March 12, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

70*r*. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of all persons tendering, the amount of tender, and to whom awarded in 1913, for the carriage of mails covering the following mail routes in Shelburne County, Nova Scotia; Shelburne to Jordan Bay and Jordan Ferry and return; Clyde River to Upper Clyde and return; Lower Woods Harbour to Charlesville and return; Port Le Herbert to Sable River. Presented March 20, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

70*s*. Return to an Order of the House of the 9th February, 1914, for a copy of all tenders, contracts, documents, papers and correspondence in connection with tenders and contracts for the carriage of mails between Bridgetown and Port Lorne, Hampton and Parker's Cove, in 1912. Presented March 20, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

70*t*. Return to an Order of the House of the 9th February, 1914, for a copy of the contract entered into last year for the carrying of the mails between North Lochaber and Collegeville, and of all letters, telegrams, and correspondence referring to said service and the awarding of said contract. Presented March 23, 1914.—*Mr. Chisholm (Antigonish)*. *Not printed.*

70*u*. Return to an Order of the House of the 9th February, 1914, for a copy of the advertisement for tenders, and of the tenders received last year for the carrying of the mails between Merigomish and Malignant Cove, and of all letters, telegrams and correspondence and documents in any way relating thereto. Presented March 25, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

70*v*. Return to an Order of the House of the 19th March, 1914, for a return showing how many mail contracts have been cancelled in the County of Inverness from September, 1911, up to date.

2. The route of each contract, the name of the contractor, and the amount of each contract.

3. The reasons for cancelling the several contracts. Presented April 22, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

70*w*. Return to an Order of the House of the 30th March, 1914, for a copy of all letters, telegrams, correspondence, guarantee bonds, and other documents and security relating to the renewal of the contract with George A. Stewart for carrying mail between North Lochaber and West Lochaber, in or about the month of May, 1913, of the subsequent cancellation of said renewal contract, and of the contract made with Hugh D. Cameron for said service. Presented April 29, 1914.—*Mr. Chisholm (Antigonish)*..*Not printed.*

70*x*. Return to an Order of the House of the 4th March, 1914, for a copy of all correspondence, telegrams and papers generally concerning the increased railway mail subsidy recently agreed upon by the Postmaster General and the various railway companies. Presented April 30, 1914.—*Mr. Lemieux*.....*Not printed.*

70*y*. Return to an Order of the House of the 4th May, 1914, for a return showing the names of the 82 tenderers for the carrying of the mails between Baie St. Paul and Murray Bay, County of Charlevoix, and the amount of the tender in each case. Presented May 8, 1914.—*Mr. Lemieux*.....*Not printed.*

70*z*. Retun to an Order of the House of the 20th April, 1914, for a copy of all letters, papers, contracts, memoranda and other documents relative to the mail contract between Pictou post office and railway station, between the Post Office Department and Peter Foley. Presented May 8, 1914.—*Mr. Macdonald*.....*Not printed.*

70 (2*a*). Return to an Order of the House of the 23rd March, 1914, for a copy of all documents, letters, recommendations, &c., in connection with a contract awarded to Christophe Lavesque, of St. Eleuthère, for the conveyance of the mail between St. Eleuthère and Sully. Presented May 11, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

70 (2*b*). Return to an Order of the House of the 11th May, 1914, for a return showing:—

1. Whether Mr. David Armstrong, mail carrier of the City of Sherbrooke, has been dismissed. If so, for what cause?

2. Whether an investigation was held at which he was given an opportunity of meeting his accusers and being heard in his own defence?

3. How many years Mr. Armstrong has been in the service?

4. What remuneration he was receiving for his services?

5. Whether a successor has been appointed? If so, what his name is, who recommended him and what remuneration he received. Presented May 28, 1914.—*Mr. McCrea*.....*Not printed.*

70 (2*c*). Return to an Order of the House of the 18th May, 1914, for a copy of all correspondence, papers, tenders and other documents in any way referring to the transfer from J. A. Campbell to Alexander Macdonnell of the contract for carrying the mail from Port Hood to South West Port Hood. Presented June 2, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

70 (2*d*). Return to an Order of the House of the 17th February, 1913, for a return in duplicate showing the number of mail contracts cancelled in the Counties of Westmorland, Albert, Kings and Kent, Province of New Brunswick, since October 9, 1911, the names of the contractors, the prices paid to them, the reason for the cancellation in each case, and a copy of any investigations and reports had into the causes of such cancellations, the names of the new contractors, and the prices paid to them in each case; and in cases where tenders were asked and received preliminary to such new contracts, a statement in duplicate showing names of the tenderers, with the offers made by each, the name of the successful tenderer, and the amount or price for which contract was executed in each case; together with a copy in duplicate of all letters, correspondence and other communications relating to each such cancellation and the giving of any new contract. Presented June 2, 1914.—*Mr. Emmerson*.....*Not printed.*

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71. Return to an Order of the House of the 2nd June, 1913, for a copy of all correspondence and telegrams relating to complaints, political or otherwise, made against Mrs. Marcelline Roy, postmistress at Elm Tree, Gloucester County, N.B., which led the department to issue an order for an investigation, and the said postmistress to tender her resignation, and to the appointment of her successor. Presented January 22, 1914.—*Mr. Turgeon* ..... *Not printed.*

72. Return to an Order of the House, of the 26th March, 1913, for a copy of all petitions recommendations, correspondence, letters, telegrams and other communications concerning the change in location of the post office known as Masinasin, Province of Alberta. Presented January 22, 1914.—*Mr. Buchanan* ..... *Not printed.*

73. Return to an Order of the House of the 31st March, 1913, for a copy of all letters, telegrams and petitions concerning the closing of the Moulin Basinet post office, Parish of St. Jean de Matha, County of Joliette. Presented January 22, 1914.—*Mr. Lemieux.* *Not printed.*

74. Return to an Order of the House of the 7th April, 1913, for the production of one sample of a patented lock and key sold by the Ontario Equipment Company of Ottawa to the Post Office Department. Presented January 22, 1914.—*Mr. Verville* ..... *Not printed.*

74a. Return to an Order of the House of the 2nd April, 1913, for a copy of all correspondence between the Post Office Department and Alleyn Taschereau, advocate of Quebec, concerning the purchase of new locks for the mail bags. Presented January 22, 1914.—*Mr. Carvell* ..... *Not printed.*

74b. Return to an Order of the House of the 4th March, 1914, for a copy of the application, correspondence and papers generally concerning mail lock patent No. 151043. Presented May 11, 1914.—*Mr. Lemieux* ..... *Not printed.*

75. Return to an Order of the House of the 10th February, 1913, for a copy of all letters, telegrams and other correspondence exchanged between the Post Office Department and Messrs. A. de Macdonald, Elzear Monpetit and all others, relating to the change of the postmasters at Ile Perrot North and Ile Perrot South, Vaudreuil Station, Roquebrune, St. Lazare Village, Mount Oscar and Pte. Fortune, and of the report of the inquiring commissioner in each of the cases in which an inquiry was held; of the correspondence exchanged between the parties above named relative to the new post office building at Rigaud and of correspondence exchanged between the parties above mentioned, relating to the post offices lately named Choisy and Demartigny. Presented January 22, 1914.—*Mr. Boyer* ..... *Not printed.*

75a. Return to an Order of the House of the 9th April, 1913, for a copy of all documents bearing on changes asked for in the postmastership of Port Daniel Centre, Avignon, New Richmond and Black Cape, Bonaventure County; and of all documents bearing on the closing of Black Cape East post office, Bonaventure County. Presented January 22, 1914.—*Mr. Marcil* ..... *Not printed.*

75b. Return to an Order of the House of the 2nd February, 1914, for a copy of all letters, telegrams, papers, and other documents connected with the removal of the post office from the store of Alexander Robertson at Red Point, P.E.I., to the store of J. E. Robertson of the same place. Presented February 20, 1914.—*Mr. Hughes (P.E.I.)* ..*Not printed.*

75c. Return to an Order of the House of the 16th February, 1914, for a copy of any complaints made against John A. Campbell, postmaster of New Richmond, Quebec, and of all correspondence bearing on any change called for in that office. Presented March 17, 1914.—*Mr. Marcil (Bonaventure)* ..... *Not printed.*

76. Return to an Order of the House of the 7th May, 1913, for a copy of all correspondence and telegrams exchanged between the Post Office Department, the Government or any member thereof, the post office inspector at St. John, N.B., or any official of the Post Office Department at St. John, N.B., on the one hand, and the postmaster at Kouchibouguac, Kent County, N.B., Mr. Cliff Atkinson, or any other person, corporation or firms, relating to the sale or non-purchase of postage stamps, or the mailing of letters, delivery of mail, &c., at the said post office; together with a copy of all correspondence, reports and other papers and documents in any wise relating thereto, on file in the Post Office Department at Ottawa, or in the office of the post office inspector at St. John, N.B.; also a copy of all regulations or orders of the Post Office Department relating to the sale of postage stamps, or the mailing of letters, or the delivery of mails, or generally as to the use of post office by residents and non-residents. Presented January 22, 1914.—*Mr. Emmerson* ..... *Not printed.*

77. Return to an Order of the House of the 2nd June, 1913, for a return showing the names, dates of appointment and salary respectively, of the employees of the Moosejaw post office. Presented January 22, 1914.—*Mr. Knowles* ..... *Not printed.*

77a. Return to an Order of the House of the 24th February, 1913, for a copy of all letters, telegrams, recommendations, petitions and documents, relating to the appointment of Mr. Pierre Cournoyer as postmaster at St. Pierre de Sorel, County of Richelieu. Presented January 22, 1914.—*Mr. Cardin* ..... *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

77*b*. Return to an Order of the House of the 14th April, 1913, for a return showing what public officers have been appointed in the City of Qubeec, in the Departments of Inland Revenue, Post Office, Railways and the Transcontinental, Customs, Immigration, Marine and Fisheries, Public Works and Militia, since the 1st October, 1911, up to this date; together with the names and duties of these persons, the dates of their appointment, the salary paid in each case and the increases granted since; also the date of these increases, and which ones of these officers have passed the Civil Service examinations required for the positions which they occupy, and on what dates they passed such examinations; and also a copy of all correspondence, requests, recommendations and reports relating to the appointment of these officers. Presented January 22, 1914.—*Mr. Lachance.*
Not printed.

77*c*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Railways and Canals, or of the Intercolonial Railway, or of the Government Railways Managing Board, relating or in any manner appertaining to the appointment and employment of train or ticket agents on the Intercolonial Railway and Prince Edward Island Railway, together with a copy of all statements showing the amounts received by said agent, in cash and tickets, on the trains of the respective divisions of said railways; and also showing the amounts received during corresponding periods for the past two years, in cash and tickets, on the same trains on the said respective divisions by the conductors of said trains, when no train or ticket agents were employed thereon, either before or since the employment of such agents on the respective trains and also a copy of all statements showing the results of the experiment in employing such ticket agents. Presented January 22, 1914.—*Mr. Emmerson* ..... *Not printed.*

77*d*. Partial Return to an Order of the House of the 9th December, 1912, for a return showing when Mr. J. G. H. Bergeron was appointed commissioner to hold investigations, the number of investigations held since his appointment, salary received in each case and the amount paid for travelling expenses in each case. Presented January 22, 1914.—*Mr. Lemieux* ..... *Not printed.*

77*e*. Return to an Address to His Royal Highness the Governor General of the 29th January, 1913, for a copy of all orders in council, memoranda or instructions issued to or written to H. P. Duchemin in connection with his appointment as a commissioner to conduct investigations regarding political partisanship in the Province of Nova Scotia; also a copy of all letters received by any department of the Government from the said H. P. Duchemin relating to such investigations since the date of his appointment as such commissioner, and all instructions of whatever nature at any time issued to him relating to such investigations. Presented January 22, 1914.—*Mr. Lemieux*.... *Not printed.*

77*f*. Appointment of F. Roy, as postmaster of St. Phillipe de Nery, &c., Province of Quebec. Presented January 22, 1914.—*Mr. Lapointe* (*Kamouraska*)..... *Not printed.*

77*g*. Supplementary Return to an Order of the House of the 9th December, 1912, for a return showing when Mr. J. G. H. Bergeron was appointed commissioner to hold investigations, the number of investigations held since his appointment, salary received in each case and the amount paid for travelling expenses in each case. Presented February 23, 1914. —*Mr. Lemieux* ..... *Not printed.*

77*h*. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, telegrams, and other documents, relating to the removal of T. J. Oliver, as Dominion Lands Agent at Humboldt, Saskatchewan, his appointment to his present position, and the appointment of his successor at Humboldt. Presented March 6, 1914.—*Mr. Neely* ..... *Not printed.*

77*i*. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, telegrams, letters of instructions, or other documents relating to the removal of W. S. McKechnie, as Dominion Lands Agent at Prince Albert, Saskatchewan, and the appointment of his successor. Presented March 6, 1914.—*Mr. Neely*..... *Not printed.*

77*j*. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, telegrams and papers generally in connection with the appointment of Joseph Lemieux as postmaster at Mont Louis, County of Gaspé. Presented March 6, 1914.—*Mr. Lemieux* ..... *Not printed.*

77*k*. Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, petitions, affidavits, complaints, certificates, recommendations, reports and other documents relating to the engagement and appointment for the year 1913, of the captains and first and second engineers for dredging machines Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11 of the Department of Marine and Fisheries, under the control of the agency at Sorel, and employed in the deepening of the St. Lawrence below Montreal. Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, petitions, affidavits, complaints, certificates, recommendations, reports and other documents, relating to the engagement and appointment of the captains and engineers for the year 1913, for the tugs *Carmelia, Chambly, Contrecoeur ,De Lévis, Emilia, Iberville, James Howden, Jesse Hume, Lac St. Pierre, Lanoraie, Lotbiniere, Portneuf, Varennes and Vercheres,* of the Department of Marine and Fisheries under the control of the agency at Sorel. Presented March 23, 1914.—*Mr. Cardin*..... *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

77*l*. Return to an Order of the House of the 23rd March, 1914, for a return showing:—

1. How many additional employees have been added to the Customs Department in the City of Halifax, since October 10, 1911.

2. Their names and salaries at the time of their appointment, their respective salaries at present, and also their respective ages at the time of appointment.

3. Whether all of them passed the necessary Civil Service examinations for the Customs service.

4. How many temporary clerks there are upon the said Customs staff, who they are, and the dates of their appointment. Presented April 2, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*

77*m*. Return to an Order of the House of the 28th April, 1913, for a copy of all letters and telegrams exchanged between the Government and Messrs. Arch. Macdonald, Elz. Monpetit and others, on the subject of the appointment of caretakers of the post office at Rigaud, Messrs. Jean Baptiste Charlebois and Napoleon Vallée. Presented April 2, 1914. —*Mr. Boyer* ..... *Not printed.*

77*n*. Return to an Order of the House of the 23rd February, 1914, for a copy of all correspondence, recommendations, &c., relating to the appointment of Allan Morrison, St. Peter's, N.S., as inspector of dwellings erected on Gregory Island, Richmond County, N.S., in 1912-1913, and of all accounts, charges, vouchers, &c., rendered to the Department of Marine and Fisheries by the said Allan Morrison as such inspector. Presented April 7, 1914.—*Mr. Kyte* ..... *Not printed.*

77*o*. Return to an Order of the House of the 9th February, 1914, for a return showing the names, date of appointment, length of service, remuneration and office held by each of all the employees of the Department of the Interior in the outside service since January 1, 1912, to December 31, 1913, not given in the Civil Service list of 1912 or 1913. Presented April 21, 1914.—*Mr. Neely* ..... *Not printed.*

77*p*. Return to an Order of the House of the 16th April, 1914, for a return showing:—

1. How many appointments have been made in the Customs Department at Montreal since the 1st of October, 1911.

2. The names of the persons so appointed, and the dates of their respective appointments.

3. After what recommendations have they been appointed.

4. The salary of each of these new employees.

5. What increases of salaries have been granted in the same department since the same date, and to whom, and why. Presented April 29, 1914.—*Mr. Proulx.* *Not printed.*

77*q*. Return to an Order of the House of the 2nd February, 1914, for a return showing the number of engineers, assistant engineers, draftsmen, clerks, divers, and students in engineering or surveying, or other parties employed by the Department of Public Works in the constituency of Bonaventure, from October 11, 1911, to date, with their names, residences, salaries, nature of their work, time employed, and on whose recommendation, together with a copy of all correspondence, and reports bearing on such employment, and of reports made to the said Department of Public Works in that constituency from January, 1913, to date. Presented April 30, 1914.—*Mr. Marcil (Bonaventure).* *Not printed.*

77*r*. Return to an Order of the House of the 12th March, 1914, for a return showing:—

1. Whether Louis Philippe Thibault, Alphonse Poirier, J. A. Morin, C. F. Rioux, Thomas Thibault and Adjutor Demers, of Lévis, have been appointed to positions under the control of the Postmaster General of Canada.

2. If so, to what positions they have been appointed, what their duties are, when they were appointed and their salaries, respectively.

3. The names of the officers who have been dismissed and replaced by the above.

4. The total amount of the annual salaries of said dismissed officers. Presented May 4, 1914.—*Mr. Bourassa* ..... *Not printed.*

77*s*. Return to an Order of the House of the 16th March, 1914, for a copy of all recommendations, protests, petitions, and representations received by the Government or any Department or Minister thereof, regarling the appointment of the present collector of customs at Antigonish, and of all the letters, telegrams and correspondence relating thereto. Presented May 15, 1914.—*Mr. Chisholm (Inverness)* ..... *Not printed.*

77*t*. Return to an Order of the House of the 16th March, 1914, for a copy of all recommendations, protests, petitions, and representations received by the Governmest or any Department or Minister thereof, regarding the appointment of the present collector of customs at Antigonish, and of all the letters, telegrams and correspondence relating thereto. Presented May 16, 1914.—*Mr. Chisholm (Antigonish)* ..... *Not printed.*

77*u*. Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the employment of Arthur Dubisson as immigration agent at Gravelburg, Sask, and all papers in connection with the said Dubisson, showing the moneys paid to him and the work performed by him. Presented May 30, 1914.—*Mr. Knowles.* *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

78. Return to an Order of the House of the 7th April, 1913, for a copy of all documents, recommendations and correspondence relating to the resignation of C. A. R. Desjardins, as postmaster at St. Andre de Kamouraska, and the appointment of his successor. Presented January 22, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

78a. Return to an Order of the House of the 28th April, 1913, for a copy of all complaints or charges against Fred. R. Irish, postmaster at Afton, Antigonish County, N.S., and of all correspondence on file in reference thereto. Presented January 22, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

79. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, papers, &c., concerning the application made by the Long Sault Development Company, with a view to dam the St. Lawrence river above the Long Sault rapids from the American to the Canadian side. Presented January 22, 1914.—*Mr. Lemieux.*
Not printed.

79a. Supplementary Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, papers, &c., concerning the application made by the Long Sault Development Company, with a view to dam the St. Lawrence river above the Long Sault rapids from the American to the Canadian side. Presented February 12, 1914.—*Mr. Lemieux*.....*Not printed.*

80. Return to an Order of the House of the 21st April, 1913, for a return showing all leases of water powers granted on the Winnipeg river, the dates of such leases, to whom granted, and the location of the water powers covered by each; together with a copy of all correspondence passing between the Government, or any member thereof and any person or persons, with respect to such leases. Presented January 22, 1914.—*Mr. Martin (Regina)*.....*Not printed.*

80a. Return to an Order of the House of the 2nd April, 1913, for a return showing whether the Government cancelled any water lot leases on the Lachine Canal and, if so, the dates of such cancellation; the names of the lessees; length of time the cancelled leases were in force, and the rental paid in each case; the names of the lessees whose water lot leases on the said canal have not been cancelled, and the rental paid by each; the basis on which rental has been calculated and the method to be followed in future; the reasons why some leases were cancelled and others allowed to remain in force; and if tenders are to be invited through the press for such water lot leases in future. Presented January 22, 1914.—*Mr. Buchanan*.....*Not printed.*

80b. Return to an Order of the House of the 23rd April, 1913, for a return showing all leases or permits granted to clubs or individuals to erect or maintain boat houses on the Rideau canal between Laurier avenue bridge and Hartwells Locks, the date of such leases or permits, to whom granted, and the rental in each case; together with a copy of all correspondence between the Government, or any member thereof, and any person or persons with respect to such leases or permits and the cancellation thereof. Presented January 22, 1914.—*Mr. Murphy*.....*Not printed.*

80c. Supplementary Return to an Order of the House of the 2nd April, 1913, for a return showing whether the Government cancelled any water lot leases on the Lachine canal and, if so, the date of such cancellation; the names of the lessees; length of time the cancelled leases were in force, and the rental paid in each case; the names of the lessees whose water lot leases on the said canal have not been cancelled, and the rental paid by each; the basis on which rental has been calculated and the method to be followed in future; the reasons why some leases were cancelled and others allowed to remain in force; and if tenders are to be invited through the press for such water lot leases in future. Presented March 13, 1914.—*Mr. Buchanan*.....*Not printed.*

80d. Return to an Order of the House of the 23rd March, 1914, for a copy of the agreement for a lease of water power on the Saskatchewan river at Rocky Rapids, Alberta, made with the Edmonton Power Company, with information in detail as to the operations carried on by the company to date. Presented April 21, 1914.—*Mr. Oliver*.....*Not printed.*

81. Return to an Order of the House of the 28th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between October 10, 1911, and the present date, together with a statement of the gross amount paid therefor between the above dates to each of said newspapers or to the proprietors of the same. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*

81a. Partial Return to an Order of the House of the 30th April, 1913, for a return showing a list of all newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between the 10th day of October, 1906, and 10th October, 1907, and between said dates in each of the years following up to the 10th of October, 1911, together with a statement of the gross amount paid therefor for the years mentioned, to each of the said newspapers or the proprietors of the same. Presented January 22, 1914.—*Mr. Thornton*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

81*b*. Supplementary Return to an Order of the House of the 30th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between the 10th day of October, 1906, and 10th October, 1907, and between said dates in each of the years following up to the 10th of October, 1911, together with a statement of the gross amount paid therefor for the years mentioned, to each of the said newspapers or the proprietors of the same. Presented April 1, 1914.—*Mr. Thornton*.....*Not printed.*

81*c*. Further Supplementary Return to an Order of the House of the 28th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between Octoper 10, 1911, and the present date, together with a statement of the gross amount paid therefor between the above dates to each of said newspapers or to the proprietors of the same. Presented April 2, 1914.—*Mr. Sinclair*.....*Not printed.*

81*d*. Supplementary Return to an Order of the House of the 30th April, 1913, for a Return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between the 10th day of October, 1906, and 10th October, 1907, and between said dates in each of the years following up to the 10th of October, 1911; together with a statement of the gross amount paid therefor for the years mentioned, to each of the said newspapers or the proprietors of the same. Presented April 2, 1914.—*Mr. Thornton*....*Not printed.*

81*e*. Return to an Order of the House of the 15th April, 1914, for a return showing how much money has been paid by the Government, or any department thereof, since October 10, 1911, to the Herald Publishing Company of Halifax, N.S., for advertising, printing and lithographing. Presented April 27, 1914.—*Mr. Sinclair*.....*Not printed.*

81*f*. Return to an Order of the House of the 4th February, 1914, for a return showing the names of all printing and publishing companies, and newspapers in Nova Scotia to whom any sum of money has been paid respectively, by any department of Government, during the calendar years 1912 and 1913 respectively, and the nature of the service rendered therefor. Presented April 29, 1914.—*Mr. Maclean (Halifax)*....*Not printed.*

81g. Supplementary Return to an Order of the House of the 28th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between October 10, 1911, and the present date, together with a statement of the gross amount paid therefor between the above dates to each of said newspapers or to the proprietors of the same. Presented May 11, 1914.—*Mr. Sinclair*.....*Not printed.*

82. Return to an Order of the House of the 3rd February, 1913, for a copy of all letters, correspondence, reports and other documents in the possession of the Department of Railways and Canals relating to an application by the Central Railway Company of Canada to the Honourable Minister of Railways and Canals for the approval of their proposed route between Hawkesbury and South Indian. Presented January 22, 1914.—*Mr. Proulx* .....*Not printed.*

83. Return to an Order of the House of the 9th December, 1912, for a copy of all documents, papers, memoranda, rulings, findings, appeals and correspondence relating to any appeal asserted from any decision, ruling or finding of the Board of Railway Commissioners of Canada to the Privy Council of Canada, and the action taken by the Privy Council thereon. Presented January 22, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

84. Return to an Order of the House of the 7th May, 1913, for a return showing the total cost of the Elmira Branch Railway in Prince Edward Island; the total amounts paid the contractors, Whitehead Brothers; the total amount paid by the Government after taking the work off the contractor's hands, and showing the amount paid in wages each month, the names of the men to whom it was paid, the positions they held, and the wages per day to each; also showing what materials were used, each kind and class, with the cost of each, from whom purchased, and when, and the quantities left over, if any. Presented January 22, 1914.—*Mr. Hughes (P.E.I.)*.....*Not printed.*

85. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, telegrams, correspondence and documents referring in any way to the claim of the municipalities of Pictou, Antigonish, Guysboro and St. Mary's for payment or refund to them of the monies paid by said municipalities for the right of way of that part of the Intercolonial Railway running through the Counties of Pictou, Antigonish and Guysboro. Presented January 22, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

85*a*. Return to an Order of the House of the 12th May, 1913, for a copy of all claims made by H. F. McDougall, of Grand Narrows, N.S., against the Intercolonial Railway, and of all letters, telegrams and other documents in connection with the said claim or claims; together with the particulars of said claims; the amount or amounts paid upon said claim or claims; the particular items of the claim or claims upon which payments, if any, were made; the date of the filing of the claims and of the payment or payments made thereon; and the total amount paid on said claims or upon any other claims made by the said H. F. McDougall against the said Intercolonial Railway or the Government of Canada. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*

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85b. Return to an Order of the House of the 16th February, 1914, for a copy of all documents, letters, petitions, telegrams and evidence heard, reports, &c., in connection with the claims of Eugene Demers and Joseph Olivier, of the parish of St. Nicholas, County of Lévis, for damages arising out of fires caused by the Intercolonial Railway's locomotives; and, if investigations have been held, a copy of all evidence and documents relating thereto. Presented March 6, 1914.—*Mr. Bourassa*.....*Not printed.*

85c. Return to an Order of the House of the 27th April, 1914, for a copy of all letters, telegrams, reports, correspondence and documents relative to the claims made for damages from a fire in the village of Hopewell, County of Pictou, which was occasioned by sparks from a locomotive on the Intercolnial Railway. Presented May 13, 1914.—*Mr. Macdonald* .....*Not printed.*

86. Return to an Order of the House of the 14th May, 1913, for a copy of all reports, correspondence and other documents on file in the Department of Raiwlays and Canals, relating in any way to a suggested survey and construction of a line of railways from Country Harbour, Guysborough County, N.S., to Cape George, N.S., or any other point in Antigonish County. Presented January 22, 1914.—*Mr. Chisholm (Antigonish).*
Not printed.

86a. Return to an Order of the House of the 29th January, 1912, for a copy of all letters, written to the Right Honourable the Prime Minister, the Honourable the Minister of Railways and Canals, or any other member of the Government since October 10, 1911, by S. R. Griffin, Goldboro, N.S., John S. Wells, White Head, N.S., and G. A. R. Rowlings, Sydney, N.S., relating to the construction of a branch line of the Intercolonial Railway into the County of Guysboro, N.S., also of the replies to the same. Presented January 22, 1914.—*Mr. Sinclair*.....*Not printed.*

87. Return to an Order of the House of the 27th January, 1913, for a copy of the contract entered into by C. R. Scoles, New Carlisle, Quebec, with the Department of Railways and Canals for the completion of the Atlantic and Lake Superior Railway between Caplin and Paspebiac, and of the report of the engineers on such work, of details of payments, and of all documents bearing on such matter. Presented January 22, 1914. —*Mr. Marcil* .....*Not printed.*

88. Return to an Order of the House of the 21st May, 1913, for a copy of all documents, correspondence, reports and inquiries, relating to an accident which occurred at Trois Pistoles, Intercolonial Railway on 10th September, 1912, respecting the death of Arsène Ouellet, and the wounds inflicted on Joseph Gagnon, at the time that these two men were struck by train No. 150 on the above date. Presented January 22, 1914.—*Mr. Boulay* .....*Not printed.*

89. Annual Return respecting Trade Unions under Chapter 125, R.S.C., 1906. Presented by Hon. Mr. Coderre, January 22, 1914.....*Not printed.*

90. Return to an Order of the House of the 29th January, 1913, for a return showing:—

1. What purchases of land have been made by the Dominion of Canada since Confederation?
2. The amount of money paid for same?
3. The approximate area of land so purchased?
4. In what provinces the said land is now situated?
5. The approximate area in each province?
6. The acreage of school lands set aside by the Government for the Provinces of Manitoba, Saskatchewan and Alberta?
7. The present approximate value of the said school lands so set aside in each of the said Provinces?
8. The number of acres of the said school lands already sold in each of the said Provinces, and the proceeds of such sales, deducting expenses?
9. The acreage of lands set apart at any time by the Government as an endowment to any university, the name of the university, and the Province in which the lands are situated?
10. The number of acres of swamp lands transferred to the Province of Manitoba under the provisions of Chapter 50 of the Acts if 1885 and amendments thereto?
11. The gross amount of cash allowance made at any time by the Federal Government to each or any Province of Canada, to assist in the construction of necessary public buildings?
12. The approximate value of the railway, public works and other assets of each of the Provinces of Canada, taken over by the Federal Government at the time that each Province entered the union?
13. The annual compensation made to the Province of Manitoba, Saskatchewan and Alberta, by reason of the fact that they are deprived of the public lands as a source of revenue?
14. The debt allowance to any time placed to the credit of each of the Provinces of Canada by the Federal Government. Presented January 22, 1914.—*Mr. Sinclair.*
Not printed.

CONTENTS OF VOLUME 28—*Continued.*

90*a*. Supplementary Return to an Order of the House of the 29th January, 1913, for a return showing:—

1. What purchases of land have been made by the Dominion of Canada since Confederation?
2. The amount of money paid for same?
3. The approximate area of land so purchased?
4. In what Provinces the said land is now situated?
5. The approximate area in each Province?
6. The acreage of school lands set aside by the Government for the Provinces of Manitoba, Saskatchewan and Alberta?
7. The present approximate value of the said school lands so set aside in each of the said Provinces?
8. The number of acres of the said school lands already sold in each of the said Provinces, and the vroceeds of such sales, deducting expenses.
9. The acreage of lands set apart at any time by the Government as an endowment to any university, the name of the university, and the Province in which the lands are situated?
10. The number of acres of swamp lands transferred to the Province of Manitoba under the provisions of Chapter 50 of the Acts of 1885 and amendments thereto?
11. The gross amount of cash allowance made at any time by the Federal Government to each or any Province of Canada, to assist in the construction of necessary public buildings?
12. The approximate value of the railway, public works and other assets of each of the Provinces of Canada, taken over by the Federal Government at the time that each Province entered the union?
13. The annual compensation made to the Provinces of Manitoba, Saskatchewan and Alberta, by reason of the fact that they are deprived of the public lands as a source of revenue?
14. The debt allowance to any time placed to the crédit of each of the Provinces of Canada by the Federal Government. Presented March 12, 1914.—*Mr. Sinclair.*
Not printed.

91. Partial Return to an Order of the House of the 12th May, 1913, for a return showing the names and purposes of the several Commissions created by legislation or Orders in Council since October 12, 1911; the names of the members of the several commissioners, with their respective salaries and remuneration; the names of commissions still in existence; and the names of commissions created since October 12, 1911, which have ceased to exist. Presented January 22, 1914.—*Mr. Oliver*.....*Not printed.*

91*a*. Partial Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of each Commission issued by the Government since October 10, 1911, directing an investigation to be held; and also for a copy of the evidence taken and the report made in each case that has been concluded. Presented January 22, 1914.—*Mr. Murphy* .....*Not printed.*

91*b*. Further Supplementary Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of each Commission issued by the Government since October 10, 1911, directing an investigation to be held; and also for a copy of the evidence taken and the report made in each case that has been concluded. Presented February 9, 1914.—*Mr. Murphy*.....*Not printed.*

91*c* Return to an Order of the House of the 9th December, 1912, for a return showing the number of Commissions formed by the Government since September 21, 1912, the names and the occupations of the Commissioners appointed, their duties, the duration of their services, and their remuneration. Presented February 12, 1914.—*Mr. Devlin.*
Not printed.

91*d*. Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of the Order in Council appointing a Commission for the purpose of beautifying the city of Ottawa and vicintiy, of all correspondence with regard to the same, and of all reports made by the commission up to date. Presented March 6 1914.—*Sir W. Laurier* .....*Not printed.*

91*e*. Supplementary Return to an Order of the House of the 12th May, 1913, for a return showing the names and purposes of the several Commissions created by legislation or Orders in Council since October 12, 1911; the names of the members of the several commissioners, with their respective salaries and remuneration; the names of commissions still in existence; and the names of commissions created since October 12, 1911, which have ceased to exist. Presented March 9, 1914.—*Mr. Oliver*.....*Not printed.*

91*f*. Return to an Order of the House of the 9th February, 1914, for a return showing the number and particulars of Commissions appointed or issued under the Inquiries Act since October 1, 1911, the purpose or object thereof, the name of the Commissioner or Commissioners, and the cost of each to the present time. Presented May 29, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

92. Partial Return to an Order of the House of the 28th April, 1913, for a return showing all those who have been holding investigations within the judicial district of Three Rivers, since October 15, 1911, to date, in reference to the conduct of men holding offices from the Dominion Government, the place where each investigation was held, the amount paid to each investigator in each case; the names of the solicitors employed in each case, the post office addresses, and the amount paid in each case to the solicitor. Presented January 22, 1914.—*Mr. Bureau*.....*Not printed.*

93. Return to an Order of the House of the 26th March, 1913, for a return showing whether the Government paid or intends to pay fees and disbursements of the witnesses summoned by the commissioners appointed by it in the County of Lévis, to hold inquiries on the conduct of public officers whose dismissal had been requested; the amounts which have been paid and to whom, and the sum remaining to be paid for the same purpose. Presented January 23, 1914.—*Mr. Bourassa*.....*Not printed.*

93*a*. Partial Return to an Order of the House of the 4th June, 1913, for a return showing the total expenditure to date by the present administration in connection with the investigation of charged partisan conduct against officials. Presented January 23, 1914.—*Mr. Sinclair* .....*Not printed.*

93*b*. Partial Return to an Order of the House of the 7th May, 1913, for a return showing in detail the names of witnesses summoned by Commissioner H. P. Duchemin in connection with all investigations held by him in the counties of North Cape Breton and Victoria, South Cape Breton, Inverness and Antigonish, Nova Scotia, and the amounts paid in each such case. Presented January 23, 1914.—*Mr. Carroll*.....*Not printed.*

93*c*. Return to an Order of the House of the 9th April, 1913, for a return showing in detail the expenditure incurred since October 11, 1911, in connection with investigations held in Bonaventure County by commissioners appointed by the Departments of the Post Office, Customs, and Marine and Fisheries into charges made against employees of said departments of offensive political partisanship, together with the names and amounts paid to each of said commissioners in each investigation, as well as details of amounts paid to witnesses and others. Presented January 23, 1914.—*Mr. Marcil*.....*Not printed.*

93*d*. Return to an Order of the House of the 26th February, 1913, for a copy of all statements of account for salary or remuneration to the commissioner, and his expenses for witness fees, and all other expenses in connection with the investigation by Commissioner Duchemin, of the following, persons in the County of Guysboro, Nova Scotia namely:—

H. L. Tory, fishery officer, Guysboro.
John W. Davis, fishery officer, Guysboro.
Patrick Shea, postmaster, Tompkinsville.
John M. Rogers, postmaster, East Roman Valley.
James Bowles, postmaster, Alder River.
Abner M. Carr, postmaster, St. François Harbour.
Everett Hadley, postmaster, Oyster Ponds.
Parker S. Hart, postmaster, Lower Manchester.
S. M. Ferguson, preventive officer, Oyster Pond.
Robert Hendsbee, postmaster, Half Island Cove.
A. B. Cox, Manager Reduction Works, Canso.
Edward Kelly, engineer, Reduction Works, Canso.
D. S. Hendsbee, weigher, Reduction Works, Canso.
Alex. Roberts, postmaster, Canso.
David Sutherland, caretaker, Canso.
Henry Hanlon, chief engineer, Hatchery, Canso.
Thos. Sullivan, assistant engineer, Canso.
W. G. Matthew, cockswain life-boat, Canso.
Patrick Ryan, assistant cockswain life-boat, Canso.
M. McCutcheon, postmaster, Sonora.
Stanley McCutcheon, preventive officer, Sonora.
Freeman Pride, lightkeeper, Sonora.
David Reid, fishery officer, Port Hilford.
L. M. Pye, customs officer, Liscomb.
Stanley Hemlow, lightkeeper, Liscomb.
W. H. Hemlow, keeper storm drum, Liscomb.
R. Conroy, postmaster, Country Harbour.
John Milward, postmaster, Stormont.
A. W. Salsman, postmaster, Lower Country Harbour.
W. B. Harris, postmaster, Whitehead.
E. L. Munro, customs officer, Whitehead.
W. L. Munro, lightkeeper, Whitehead.
Patrick Conway, lightkeeper, Whitehead
H. P. Munro, cockswain life-boat, Whitehead.
Levi Munro, harbour master, Whitehead.
William McKinnon, postmaster, Erinville.

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J. H. McMillan, manager hatchery, Isaac's Harbour.
Sanford Langley, postmaster, Isaac's Harbour North.
Fred. E. Cox, engineer lobster hatchery, Isaac's Harbour.
Simon Hodgson, assistant engineer, Isaac's Harbour.
Archibald Brass, postmaster, L. New Harbour.
Parker Sangster, postmaster, New Harbour West.
William Gerrior, customs officer, Larry's River.
James M. Webber, lightkeeper, Torbay Point.
W. A. Hattie, preventive officer, Mulgrave.
J. F. Reeves, postmaster, Mulgrave.
John P. Meagher, foreman deck-hand, Mulgrave.
Philip H. Ryan, Intercolonial Railway employee, Mulgrave.
Alex. Wilkinson, Intercolonial Railway employee, Mulgrave.
Alex. McInnis, car inspector, Mulgrave.
Frank Feugere, postmaster, Port Felix.
Sam. Smith, postmaster, Port Felix, West.
Captain Freeman Myers, postmaster, Cole Harbour.
George Taylor, postmaster, Beckerton.
Stephen C. Richard, lightkeeper, Charlo's Cove. Presented January 26, 1914.—*Mr. Sinclair* ..... *Not printed.*

93*e*. Supplementary Return to an Order of the House of the 7th May, 1913, for a return showing in detail the names of witnesses summoned by Commissioner H P. Duchemin in connection with all investigations held by him in the Counties of North Cape Breton and Victoria, South Cape Breton, Inverness and Antigonish, Nova Scotia, and the amounts paid in each such case. Presented February 10, 1914.—*Mr. Carroll*..... *Not printed.*

93*f*. Return to an Order of the House of the 9th December, 1912, for a return showing when H. P. Duchemin, of Sydney, Nova Scotia, was appointed commissioner to hold investigations, the number of investigations held since his appointment, names of officials investigated, if evidence and report in each investigation has been forwarded by Mr. Duchemin to the department interested, if not, in what cases has no evidence and report been submitted, salary or remuneration received in each case, and amount paid for travelling expenses in each case. Presented February 10, 1914.—*Mr. Carroll.*
Not printed.

93*g*. Return to an Order of the House of the 23rd February, 1914, for a return showing the expenditures by the Intercolonial Railway in connection with all the inquiries and investigations held by H. P. Duchemin, concerning any and all employees of the Department of Railways and Canals, or of the Intercolonail Railway, for any cause whatever, and relating to any complaints or charges, or to any matter of whatsoever nature, giving in detail the items of all accounts or bills of or payments to the said H. P. Duchemin in connection with same, during the years 1912, 1913, and for the year 1914 to date; together with a statement showing the total amounts paid in each specified investigation and the total paid in each year, for the whole period to the said H. P. Duchemin. Presented March 5, 1914.—*Mr. Emmerson*..... *Not printed.*

93*h*. Supplementary Return to an Order of the House of the 7th May, 1913, for a return showing indetail the names of witnesses summoned by Commissioner H. P. Duchemin in connection with all investigations held by him in the Counties of North Cape Breton and Victoria, South Cape Breton, Inverness and Antigonish, Nova Scotia, and the amounts paid in each such case. Presented March 17, 1914.—*Mr. Carroll*..... *Not printed.*

93*i*. Return to an Order of the House of the 23rd March, 1914, for a return showing in detail the expenses and cost of an inquiry or investigation held by Commissioner Adair, under the authority of the Department of Railways and Canals, into the affairs of the Electrical Branch of the Intercolonial Railway at Moncton, and the conduct of John W. Gaskin and others, in relation to their services in said branch or otherwise, held during the year 1912; together with the names of the commissioner, the agents, attorneys, counsel, constables, police officers, detectives, witnesses or other persons in connection with said inquiry; the number of days consumed and paid for in the conduct thereof, and the services rendered by each person in connection therewith; and a detailed statement of the sum or sums of money paid to each party therefor, at what rate and the amounts paid to each witness sworn and in attendance or otherwise, together with a copy of all bills, claims or accounts rendered in connection with said inquiry, and of all vouchers for moneys paid, by whom paid and to whom; with a copy of all letters or other correspondence relating to the appointment of a commissioner, and of counsel to be engaged or other officers employed, and relating to the compensation to be paid for services, and in connection with any of said bills, accounts, payments and vouchers, with a statement or summary of the total cost of said investigation, showing the number of railway employees called as witnesses, the witness fees allowed and paid them, and the cases in which their time respectively was not allowed them while absent to give such evidence, and the cases to which such time was allowed and no deduction made from their wages or salaries for the period of their absence in attendance at such inquiry as such witnesses respectively. Presented May 13, 1914.—*Mr. Emmerson*....*Not printed.*

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94. Return to an Order of the House of the 9th December, 1912, for a return showing how many citizens of the United States have been employed by the Government since November 1, 1911, in what department employed, their names and occupations and salary paid to each, and also, the number appointed under section 21 of the Civil Service Act. Presented January 24, 1914.—*Mr. Murphy*.....*Not printed.*

95. Return to an Order of the House of the 23rd April, 1913, for a copy of all letters, telegrams, papers and documents in any way relating to the purchase of property at Long Beach St. Mary's, Digby County, N.S., for a lobster pond. Presented January 23, 1914.—*Mr. Law*. .....*Not printed.*

96. Return to an Order of the House of the 24th February, 1913, for a copy of all requests, petitions, &c., made to the Government, or any department thereof, by the residents of Mira, County of Cape Breton, for subsidies for boats, wharf accommodations, or increased facilities on the Mira river. Presented January 23, 1914.—*Mr. Carroll.* *Not printed.*

97. Return to an Order of the House of the 7th May, 1913, for a copy of all reports, correspondence, telegrams and other documents in the custody or control of the Militia Department or the Railway Department, concerning matters brought to the attention of the Militia Department by B. A. Ingraham, of Sydney, N.S., with reference to the transportation of the Sydney militia over the Intercolonial Railway in the year 1912. Presented January 23, 1914.—*Mr. Carroll*.....*Not printed.*

98. Medical inspection of immigrants at port of entry in Canada.—(*Senate*.....*Not printed.*

99. Public health service, several branches of R.S. engaged in.—(*Senate*).....*Not printed.*

100. Proposed harbour at Skinner's Pond—Surveys made for, &c.—(*Senate*).....*Not printed.*

101. Investigation held in 1912 *re* dredging operations in British Columbia.—(*Senate*). *Not printed.*

101*a*. Investigation held by Mr. Wilson, B.C., against Captain Murdock Young.—(*Senate*). *Not printed.*

102. Quantities of wheat by grades received at elevators at Fort William.—(*Senate*). *Not printed.*

103. Projected railway or highway bridge over the Restigouche River, N.B. Presented January 26, 1914.—*Mr. Marcil* .....*Not printed.*

104. Relating to the employees of the different departments at Ottawa, the provinces, and territories, &c. Presented January 26, 1914.—*Mr. Wilson (Laval)*.....*Not printed.*

104*a*. Return to an Order of the House of the 11th December, 1912, for a return showing for each department of the Civil Service, the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof, and of such persons not in the Civil Service employed by the Government in any department since the 10th October, 1911; and in cases where no commission of investigation was appointed, as have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of, and grounds for such removal, and the length of notice given to the person removed, and the amount of superannuation or gratuity granted, if any; also showing the name, age, office and salary or remuneration of any and every person appointed to the Civil Service in the place of, or as a consequence of any such removal. Presented January 26, 1914.—*Mr. Murphy*.....*Not printed.*

104*b*. Partial Return to an Order of the House of the 11th December, 1912, for a return showing for each department of the Civil Service, the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof, and of such persons not in the Civil Service employed by the Government in any department since the 10th October, 1911; and in cases where no commission of investigaiton was appointed, as have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of, and grounds for such removal, and the length of notice given to the person removed, and the amount of superannuation or gratuity granted, if any; also showing the name, age, office and salary or remuneration of any and every person appointed to the Civil Service in the place of, or as a consequence of any such removal. Presented February 10, 1914.—*Mr. Murphy*.....*Not printed.*

104*c*. Further Supplementary Return to an Order of the House of the 11th December, 1912, for a return showing for each department of the Civil Service, the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof, and of such persons not in the Civil Service employed by the Government in any department since the 10th October, 1911; and in cases where no commission of investigation was appointed, as have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of, and grounds for such removal, and the length of notice given to the person removed, and the amount of superannuation or gratuity granted, if any; also showing the name, age, office and salary or remuneration of any and every person appointed to the Civil Service in the place of, or as a consequence of any such removal. Presented March 10, 1914.—*Mr. Murphy*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

104*d*. Return to an Order of the House of the 23rd February, 1914, for a return showing the total number of officials and employees in the Department of Public Printing and Stationery on February 1, 1914; and the increase in wages granted to the several groups of employees during the year 1913. Presented March 18, 1914.—*Mr. Murphy.* *Not printed.*

104*e*. Return to an Order of the House of the 23rd February, 1914, for a return showing how many persons have been appointed to positions in the inside Civil Service since October 10, 1911, who had not passed the public competitive examination held by the Civil Service Commission in May and November of each year.

2. How many of such persons were appointed in each department. Presented March 23, 1914.—*Mr. Murphy*.....*Not printed.*

104*f*. Return to an order of the House of the 4th March, 1914, for a return showing how many persons have been appointed to the Inside Service of the Post Office Department by the present Government, with the names of the appointees, the grade each of them was appointed to, and the salary in each case; how many of these appointees passed the Civil Service examination, and how many did not do so, with the names in each case. Presented April 1, 1914.—*Mr. Proulx*.....*Not printed.*

104*g*. Further Supplementary Return to an Order of the House of 11th December, 1912, for a return showing for each department of the Civil Service, the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof, and of such persons not in the Civil Service employed by the Government in any department since the 10th October, 1911; and in cases where no commission of investigation was appointed, as have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of, and grounds for such removal, and the length of notice given to the person removed, and the amount of superannuation or gratuity granted, if any; also showing the name, age, office and salary or remuneration of any and every person appointed to the Civil Service in the place of, or as a consequence of any such removal. Presented April 2, 1914.—*Mr. Murphy*.....*Not printed.*

104*h*. Return to an Order of the House of the 2nd April, 1914, for a return showing how many certificates for promotion have been asked from the Civil Service Commissioners since the 31st March, 1913; how many of such certificates have been refused, and to whom, and the reasons given in each case for such refusal. Presented April 16, 1914.—*Mr Carroll* .....*Not printed.*

104*i*. Return to an Order of the House of the 30th March, 1914, for a return showing the salary of each deputy minister; the number of clerks or employees under each of the deputy ministers, or over whose work the deputy is supposed to exercise supervision; the salary of the Customs Commissioner, and length of time employed. Presented April 23, 1914. —*Mr. Chisholm (Inverness)* .....*Not printed.*

105. Return called for by Section 88, of Chapter 62, Revised Statutes of Canada, requiring that the Minister of the Interior shall lay before Parliament, each year, a return of liquor brought from any place out of Canada into the Territories by special permission in writing of the Commissioner of the Northwest Territories. Presented by Hon. Mr. Roche, January 27, 1914 .....*Not printed.*

106. Copy of the Seventh Joint Report of the Commissioners for the Demarcation of the Meridian of the 141st Degree of West Longitude. Presented by Hon. Mr. Roche, January 28, 1913.....*Not printed.*

107. Return showing lands sold by the Canadian Pacific Railway Company during the year which ended on the 1st October, 1913. Presented by Hon. Mr. Roche, January 28, 1914. *Not printed.*

108. Regulations relating to the Parcel Post Service, 1914. Presented by Hon. Mr. Pelletier, January 28, 1914.....*Not printed.*

109. Report of the proceedings of the Commisioners of Internal Economy of the House of Commons for 1912-1913, pursuant to Rule 9. Presented by His Honour the Speaker, February 2, 1913 .....*Not printed.*

110. Return of Orders in Council which have been published in the *Canada Gazette* between the 1st October, 1912, and 30th November, 1913, in accordance with the provisions of "The Forest Reserves and Park Act," Section 19, of Chapter 10, 1-2 George V. Presented by Hon. Mr. Roche, February 2, 1914.....*Not printed.*

110*a*. Return of Orders in Council which have been published in the *Canada Gazette*, between the 1st October, 1912, and 30th November, 1913, in accordance with the provisions of Section 5 of "The Dominion Lands Survey Act," Chapter 21, 7-8 Edward VII. *Not printed.*

110*b*. Return of Orders in Council which have been published in the *Canada Gazette*, between 1st October, 1912, and 30th November, 1913, in accordance with the provisions of Section 77 of "The Dominion Lands Act," Chapter 20 of the Statutes of Canada, 1908. *Not printed.*

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110*c*. Return of Orders in Council which have been published in the *Canada Gazette* and in the British Columbia *Gazette*, between 1st October, 1912, and 30th November, 1913, in accordance with provisions of subsection (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the Province of British Columbia. Presented by Hon. Mr. Roche, February 2, 1914.....*Not printed.*

110*d*. Return of copies of all Orders in Council, plans, papers and correspondence which are required to be presented to the House of Commons, under a resolution passed on the 20th February, 1882, since the date of the last return, under such resolution. Presented by Hon. Mr. Roche, January 28, 1914.....*Not printed.*

110*e*. Return to an Order of the House of the 9th February, 1914, for a copy of all letters, papers, homestead inspector's reports, declarations and of all other documents connected in any way with the entry and cancellation proceedings against the homestead entry of James Bruce for the southeast quarter section 36, in townshpi 49, range 27, West second meridian. Presented March 6, 1914.—*Mr. Neely*.....*Not printed.*

110*f*. Return to an Order of the House of the 9th February, 1914, for a copy of all papers in connection with the disposition of the S.E. ¼, section 16, township 25, range 5, West fifth meridian. Presented March 10, 1914.—*Mr. Oliver*.....*Not printed.*

110*g*. Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the S.W. ¼, 23-16-12 W, 3 M. Presented March 10, 1914.—*Mr. Knowles* .....*Not printed.*

110*h*. Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the N.E. ¼-22-11-5-W. 3 M. Presented March 23, 1914.—*Mr. Knowles. Not printed.*

110*i*. Return to an Order of the House of the 2nd February, 1914, for a copy of all letters, telegrams and papers concerning coal lands situate in 28-19, 27-18, 27-17 and 28-18 West of the fourth meridian. Presented April 21, 1914.—*Mr. Buchanan*.....*Not printed.*

110*j*. Supplementary Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the N.E. ¼-22-11-5 W. 3 M. Presented May 5, 1914.—*Mr. Knowles* .....*Not printed.*

110*k*. Return to an Address to His Royal Highness the Governor General of the 20th April, 1914, for a copy of all documents, letters, telegrams, papers, Orders in Council and agreements of sale, in connection with the sale by the Government of Canada of the following lands in the railway belt in British Columbia, viz.: Townships 23 and 24, range 18; townships 23 and 24, range 19; townships 24 and 25, range 20; townships 25, 26 and 27, range 21; townships 26 and 27, range 22, all West of the fifth meridian. Presented May 18, 1914.—*Mr. Buchanan*.....*Not printed.*

110*l*. Return to an Order of the House of the 27th April, 1914, for a copy of all letters, telegrams, &c., in the Department of the Interior in connection with the N.W. ¼ section 20-4, range 16 west of the second meridian. Presented May 18, 1914.—*Mr. Turriff. Not printed.*

110*m*. Return to an Order of the House of the 27th April, 1914, for a copy of all papers, letters, telegrams, &c., in possession of the Department of the Interior in connection with the N-½-1-3-16-W. 2-M. Presented May 18, 1914.—*Mr. Turriff*.....*Not printed.*

111. Correspondence between the Imperial Government and the Government of Canada, and other documents, relating to Imperial Naturalization. Presented by Hon. Mr. Doherty, February 4, 1914 .....*Not printed.*

111*a*. Return to an Oder of the House of the 2nd February, 1914, for a copy of all correspondence and documents, or other information, as to the passage of an Act in Great Britain and the different Dominions, providing for uniformity of the Naturalization Law. Presented February 18, 1914.—*Mr. Macdonald* .....*Not printed.*

112. Account of the average number of men employed on the Dominion Police Force during each month of the year 1913, and of their pay and travelling expenses, pursuant to Chapter 92, section 6, subsection 2, of the Revised Statutes of Canada. Presented by Hon. Mr. Doherty, February 5, 1914.....*Not printed.*

113. Copy of Agreement between the Government of Canada and the Royal Mail Steam Packet Company, for a steamship service between Canada and the British West Indies. Presented by Hon. Mr. Foster, February 9, 1914.....*Not printed.*

114. Return to an Order of the House of the 2nd February, 1914, for a return showing what changes have been made in the original scheme for terminals of the Transcontinental Railway at the city of Quebec; the estimated cost of the former; the estimated cost of the said terminals under the present scheme. Presented February 10, 1914.—*Mr. Graham* .....*Not printed.*

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114*a*. Return to an Address to His Royal Highness the Governor General of the 23rd February, 1914, for a copy of all correspondence between the National Transcontinental Railway Commissioner and the Minister of Railways, and between the National Transcontinental Railway Commissioner and the Canadian Pacific Railway regarding the Joint Terminals at Quebec; also a copy of the Order in Council regarding joint terminals at Quebec, and of the final agreement regarding same. Presented March 16, 1914.—*Mr. Graham.* *Not printed.*

114*b*. Return to an Order of the House of the 16th March, 1914, for a copy of all contracts by the Department of Railways or the Transcontinental Railway Commission with the Canadian Pacific Railway Company with regard to the establishment of a joint station at the Palais, city of Quebec, and of all correspondence with regard to the same. Presented March 20, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*

115. Return to an Order of the House of the 9th December, 1912, for a return showing the number of commissioners appointed by the Government since October 10, 1911, to hold investigations, giving their names, the amount paid to each commissioner up to November 21, 1912, the number of the said commissioners still under pay, with their names. Presented February 10, 1914.—*Mr. Murphy*.....*Not printed.*

116. Return to an Order of the House of the 31st March, 1913, for a copy of all papers, documents, correspondence, &c., relating to requests for the temporary suspension of the application of the dumping clause of the Customs Tariff Act in reference to wire rods or any other products or articles, made to Department of Customs, or the Department of Finance, since November 1, 1911. Presented February 10, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

117. Return to an Order of the House of the 20th January, 1913, for a copy of all proposals, offers, agreements, reports, estimates, letters, telegrams and of all other communications or documents in the possession of the Department of Railways and Canals, or of the Prime Minister of Canada, or of any other department of the Government, filed with said department or any of them, since the first day of January, 1910, relating to or in any way appertaining to the question or proposal of acquiring any or all, or any one of the lines of railways connecting with the Intercolonial Railway along its line, and serving as a feeder or feeders of said railway, either by lease, purchase or otherwise, also of all proposals, offers, requests, applications, petitions, memorials, or other documents, and of all letters, telegrams and other communications and correspondence, relating to or in any manner appertaining to the acquisition by any Railway company of running rights, so called, or the securing of a leasehold or other interest involving the rights by any Railway company to operate its trains over the rails of the Intercolonial Railway, together with a copy of all answers, letters, telegrams, correspondence and reports relating thereto, on the files of the Department of Railways and Canals, or of the Prime Minister, or of any Department of the Government. Presented February 10 1914.—*Mr. Emmerson* .....*Not printed.*

117*a*. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, memorials, petitions, engineers' reports and other documents exchanged by or on behalf of the proprietors of the Quebec Oriental Railway and the Atlantic, Quebec and Western Railway, and the Department of Railways and Canals, since last session, with the view of the acquisition by the Government of these roads as branch lines or feeders of the Intercolonial Railway. Presented March 6, 1914.—*Mr. Marçil (Bonaventure).* *Not printed.*

117*b*. Return to an Order of the House of the 9th February, 1914, for a copy of all letters, telegrams, petitions, reports, cvorrespondence and other documents on file in any Department of the Government. or in the possession of any member of the Government, relating to, or in any manner connected with, the proposal to have a spur line or siding to connect the new public wharf at Sackville, N.B., with the Intercolonial Railway at that place, and of all letters, telegrams and other correspondence passed between any person or persons and any member of the Government. Presented March 11, 1914.—*Mr. Emmerson* .....*Not printed.*

117*c*. Return to an Order of the House of December 9, 1912, for a copy of the report made by Mr. Tessier to the Department of Railways and Canals on a proposed line of railway from Orangedale to Cheticamp in the County of Inverness, N.S.; and also all petitions, memorials and correspondence referring to the proposed line of railway. Presented March 17, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

117*d*. Return to an Order of the House of the 23rd March, 1914, for a copy of all petitions, correspondence, engineers' reports of surveys and of all other reports on file, referring to a proposed diversion of the Intercolonial Railway from, at or near Linwood Station, through the districts of Linwood, Cape Jack and to village of Harbour au Bouché; and more particularly of the petitions and reports relating to such diversion filed in or about the years 1887 and 1891. Presented April 7, 1914.—*Mr. Chisholm (Antigonish).* *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

117*e*. Return to an Order of the House of the 23rd March, 1914, for a return showing the names of the successful contractors, with the particulars of their schedule prices respectively, on the contracts awarded by the Intercolonial Railway for the work of double tracking from Chaudiere Curve to St. Romuald, Quebec, and the division line from Nelson to Derby Junction, New Brunswick, and the division or spur line from North Sidney to Leitche's Creek, Nova Scotia, with a copy of the reports, correspondence and recommendations relating to the awarding of said tenders or contracts respectively, and also showing the estimate of cost of said works respectively. Presented April 15, 1914.—*Mr. Emmerson* ..... *Not printed.*

117*f*. Return to an Order of the House of the 16th March, 1914, for a copy of all memoranda, instructions and authorizations issued by the Minister of Railways and Canals since October 11, 1911, relating to the eliminating of the present grades and replacing the light bridges with heavier steel structure on the Intercolonial Railway; and of all memoranda, recommendations and reports made by Mr. F. P. Gutelius or the Board of Management of the Intercolonial Railway thereon. Presented May 6, 1914.—*Mr. Kyte.*
Not printed.

118. Memorandum of special claim on behalf of Prince Edward Island in respect to representation in the House of Commons. Presented by Hon. Mr. Foster, February 10, 1914.
Printed for distribution and sessional papers.

118*a*. Memorandum on behalf of Nova Scotia, New Brunswick and Prince Edward Island, claiming the right to have their original representation in the House of Commons restored. Presented by Hon. Mr. Foster, February 10, 1914.
Printed for distribution and sessional papers.

119. Copy of the proceedings and resolutions adopted at the last Interprovincial Conference. Presented by Hon. Mr. Foster, February 10, 1914.
Printed for distribution and sessional papers.

119*a*. Minutes of the Proceedings in Conference of the representatives of the Provinces, October, 1913. Presented by Hon. Mr. Borden, March 11, 1914..... *Not printed.*

120. Return to an Order of the House of the 2nd June, 1913, for a copy of the application of Pacifique Leroux for damages sustained by removal of a bridge on the Soulanges Canal, and of all reports and correspondence on the same. Presented February 12, 1914.—*Sir Wilfrid Laurier* ..... *Not printed.*

121. Return to an Order of the House of the 20th January, 1913, for a copy of all plans, proposals, diagrams, specifications, reports, surveys, requests, correspondence, letters, telegrams and of all other communications and documents in possession of the Department of Railways and Canals, relating or in any wise appertaining to the proposed steam ferry service for all seasons of the year between the mainland of New Brunswick, or of Nova Scotia, and Prince Edward Island, whereby a connection could be made between the Intercolonial Railway and the Prince Edward Island Railway, by the transfer of railway cars over and across the waters of the Straits of Northumberland by means of said proposed ferry, together with a statement of all estimates and figures as to the total cost of the installation of such ferry, and the items of said estimate or estimates in detail. Presented February 12, 1914.—*Mr. Emmerson*..... *Not printed.*

121*a*. Return to an Order of the House of the 11th December, 1912, for a copy of all letters, telegrams and other documents relative to the establishment of a car ferry between Prince Edward Island and the mainland, of the report or reports of any engineers or experts in regard to the said proposal, and of their estimates of the cost thereof, the advertisement calling for tenders therefor, and a copy of any plans, conditions or proposed specifications therefor, or in regard thereto, and of any tenders received in response to said advertisement, of the reports, if any, of any officials in regard thereto, and of all data in possession of the Department in respect of said project. Presented February 12, 1914.—*Mr. Macdonald*..... *Not printed.*

122. Return to an Order of the House of the 2nd February, 1914, for a return showing the total amount of liability in the form of temporary loans on the last day of each month during the period between the 1st day of May, 1913, and December 31, 1913, together with, in each case, the rate of interest paid upon said amounts during the same periods. Presented February 12, 1914.—*Mr. Maclean (Halifax)*..... *Not printed.*

123. Report of the Royal Commission appointed to investigate the construction of the National Transcontinental Railway, together with the evidence taken and exhibits filed before the said commission. Presented by Hon. Mr. Cochrane, February 12, 1914.
Printed for distribution and sessional papers.

123*a*. Return to an Order of the House of the 23rd February, 1914, for a copy of the assignment by M. P. and J. T. Davis in September, 1909, of contracts numbers 16 and 17 on the National Transcontinental Railway to O'Brien, Fowler and McDougall, and of the Transcontinental Commissioner's approval thereof, in the said month of September, 1909. Presented March 4, 1914.—*Mr. Graham*..... *Not printed.*

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123*b*. Return to an Order of the House of the 18th February, 1914, for a copy of the contract with Mr. Joseph Gosselin for the locomotive and car shops at St. Malo, and of all telegrams, letters and correspondence between the Department and Mr. W. J. Press, mechanical engineer, or the chief engineer, with regard to change of the price of 85 cents per cubic yard for common excavation to the price of $2.30 per cubic yard for frozen earth. Presented March 11, 1914.—*Mr. Graham*.....*Not printed.*

123*c*. Return to an Address to His Royal Highness the Governor General of the 16th February, 1914, for a copy of all papers in any way relating to the tender, original contract, and amended contract of Mr. Joseph Gosselin for the locomotive and car shops at St. Malo, Quebec, together with a copy of the advertisements for tenders, the specifications, the contract, the amended contract, reports of engineers, recommendations to Council, Orders in Council, letters, telegrams, minutes or reports of interviews, and of all other documents referring in any way to the said contract or the amendment thereof. Presented March 11, 1914.—*Mr. Graham*.....*Not printed.*

123*d*. Return to an Address to His Royal Highness the Governor General of the 23rd February, 1914, for a copy of all correspondence in connection with the appointment of Messrs. Lynch-Staunton and Gutelius as commissioners to investigate the cost of construction of the Eastern division of the National Transcontinental Railway, and also of the Order in Council appointing them. Presented March 12, 1914.—*Mr. Graham.* *Not printed.*

123*e*. Return to an Order of the House of the 23rd February, 1914, for a copy of the report of Geo. S. Hodgins, of New York, regarding the Transcona shops of the Transcontinental Railway, dated June 10, 1912. Presented March 19, 1914.—*Mr. Graham*..*Not printed.*

123*f*. Return to an Order of the House of the 23rd March, 1914, for a copy of all plans and profiles designed by the engineers, in connection with the intended construction of the Transcontinental Railway from a point called Ste. Claire, County of Dorchester, between the twentieth and thirtieth miles, east of the Quebec Bridge, going through the parishes of St. Malachie, Standon, Cranbourne , Ste. Germaine and Ste. Justine, passing through the townships of Panet, Rolette and Valois, towards Ste. Perpetue, on the 105th mile east of the Quebec bridge, and of all the information and reports on the nature of land, timber and minerals of the places through which the engineers have been, showing also how much the railway would have cost per mile had it been built in that part of the country. Presented April 7, 1914.—*Mr. Sevigny*.....*Not printed.*

123*g*. Return to an Order of the House of the 23rd March, 1914, for a copy of all correspondence, messages, petitions, and other documents in connection with the choice of a site intended for the construction of a station at the village of St. Eleuthere, on the National Transcontinental Railway. Presented April 15, 1914.—*Mr. Lapointe (Kamouraska)* .....*Not printed.*

123*h*. Return to an Order of the House for a return showing.—

1. What kind of coaling plants have been provided on the National Transcontinental Railway?
2. How many have been provided?
3. Where they have been constructed?
4. If any tenders were called for them?
5. The name and address of the lowest tenderer.
6. From whom they were obtained and at what price? Presented April 15, 1914. —*Mr. Macdonald* .....*Not printed.*

124. Return to an Address to His Royal Highness the Governor General, of the 2nd February, 1914, for a copy of all decisions of the Board of Railway Commisioners made on or after the 10th of October, 1911, on which appeals have been taken to the Governor in Council, and of all decisions given by the Governor in Council on such appeals. Presented February 13, 1914.—*Mr. Sinclair*.....*Not printed.*

125. Return to an Order of the House of the 2nd February, 1914, for a copy of all rules and regulations made and passed by the Board, with the approval of the Minister, under the provisions of the Intercolonial and Prince Edward Island Railways Employees' Provident Fund Act, pursuant to section eight of said Act. Presented February 13, 1914.—*Mr. Emmerson* .....*Not printed.*

125*a*. Return to an Order of the House of the 2nd February, 1914, for a return showing in detail the transactions and proceedings of the so-called Provident Fund Board from the 1st day of January, A.D., 1912, to date, with the names of applicants and their addresses and the nature of their employment, for retirement under the provisions of The Intercolonial and Prince Edward Island Railways Employees' Provident Fund Act, and a statement of the names so retired during that period, showing the amount of their respective retiring allowances, their respective terms of service, their respective ages, and the total of the fixed yearly charges upon the said fund made thereby; together

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with a copy of all correspondence, letters, documents and other communications relating to such applications and retirements on file in the Railway Department either at Moncton or at Ottawa, and of all correspondence, letters, petitions or other communications addressed to and received by the Minister of Railways and Canals, the Department, or any official thereof, or any member of the Government from any member of Parliament, or other person charged with the responsibility of directing Government or railway patronage, or from any person or persons, club or association assuming to advise or direct with respect to any such patronage, and of all replies made to any such letters, petitions or other communications. Presented March 3, 1914.—*Mr. Emmerson* ..... *Not printed.*

126. Return to an Order of the House of the 2nd February, 1914, for a return showing the amounts of receipts and expenditures on the Intercolonial Railway during the months of April, May and June, of 1913, respectively, giving separately the revenue from passenger trains, freight traffic, mails and express and miscellaneous revenue, respectively, with the total thereof during that period; also the same information respecting the corresponding months of 1912, with the total thereof for that period. Also a statement showing the working expenses or expenditure during months of April, May and June of 1913, respectively, giving separately the working expenses or expenditure on maintenance of way and structures, maintenance of equipment, traffic expenses, transportation expenses and general expenses; with the total thereof during that period; and also the same information respecting the corresponding months of 1912, with the total thereof for the same period; also a statement showing the cost of transporting freight per ton mile during the period named in the years 1912 and 1913. Presented February 13, 1914.—*Mr. Emmerson*..... *Not printed.*

126*a*. Return to an Order of the House of the 4th March, 1914, for a return showing the total revenue of the Intercolonial Railway during the fiscal year 1912-1913, and the revenue from Campbellton and all stations east of Campbellton, and from those west thereof as far as Halifax, on the main line, including the branches east of Campbellton, Prince Edward Island Railway excluded. Presented March 17, 1914.—*Mr. Boulay.* *Not printed.*

126*b*. Return to an Order of the House of the 2nd February, 1914, for a return showing the total earnings of the Intercolonial Railway on Division 3 in connection with passenger traffic for the calendar years 1910, 1911, 1912 and 1913 respectively, and the monthly passenger traffic earnings for each of the said years; the total expenses or expenditures connected with the said passenger traffic on said division during the said years respectively; together with a statement showing the monthly passenger traffic expenses or expenditures connected with said passenger traffic for each of the months during the said years; and showing, in addition, the loss and surplus for each of said years and the months thereof respectively, in connection with the passenger traffic on said division 3 between St. John and Halifax; also a statement of the revenue and expenditures on the transactions connected with said passenger traffic over said division during the months of December, 1913, and January, 1914, separately; and also a statement showing the gross passenger earnings for December, 1912, and January, 1914, respectively, and the gross expenditures with the passenger traffic for the said months respectively; together with a copy of all reports, returns, letters and correspondence relating to the earnings, expenditures or losses or surpluses on said division either in connection with freight or passenger traffic. Presented April 7, 1914.—*Mr. Emmerson*....*Not printed.*

127. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of the employees of all kinds on the Soulanges Canal in the section extending from the foot of the canal to the first bridge; with the functions of each of them, the salary thereto attached and the date of their hiring during the season of navigation. Presented February 13, 1914.—*Mr. Boyer*..... *Not printed.*

128. Return to an Order of the House of the 3rd February, 1914, for a return showing:—

1. The names of all persons from whom land or property has been expropriated for right of way and station purposes in connection with the Dartmouth to Dean Settlement Branch of the Intercolonial Railway of Canada.

2. The quantity of land or property so expropriated.

3. The amount paid or offered to such person or persons for such land or property, in cases where payment or an offer has been made. Presented February 13, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*

129. Copy of the International Convention for the safety of human life at sea. Presented by Hon. Mr. Hazen, February 16, 1914..... *Printed for distribution and sessional papers.*

129*a*. Return to an Address to His Royal Highness the Governor General of the 2nd February, 1914, for a copy of all correspondence with the Imperial authorities, or any commercial bodies, on the subject of Safety of Life at Sea; and of the Order in Council appointing representatives of Canada on the International Conference on Safety of Life at Sea. Presented February 20, 1914.—*Sir Wilfrid Laurier*..... *Not printed.*

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130. Return to an Order of the House of the 9th February, 1914, for a copy of all accounts, bills, receipts and vouchers in connection with the services of N. W. White, during 1912 and 1913, as commissioner to inquire into Indian lands in the Province of British Columbia. Presented February 17, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

131. Return to an Order of the House of the 2nd February, 1914, for a copy of all documents whatsoever relating to the investigation of a claim of Jean Ross or Joseph Ross, of Anqui, County of Rimouski, Province of Quebec, against the Intercolonial Railway, following an accident to a horse, which occurred on the 10th of December, 1906. Presented February 17, 1914.—*Mr. Boulay*.....*Not printed.*

132. Copy of the Order in Council appointing a commission to investigate the cost of living. Presented February 17, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*

133. Statement of the population of Canada and its Provinces and Territories in the years 1871, 1881, 1891, 1901 and 1911, according to the census returns. Presented by Hon. Mr. Borden, February 17, 1914.....*Not printed.*

134. Return to an Order of the House of the 9th February, 1914, for a copy of all protests, if any, by the Grand Trunk Pacific Railway Company, against changes in grades of the National Transcontinental Railway from Winnipeg eastward, and terminal facilities at Quebec; of all subsequent approvals of such changes, if any, by the Grand Trunk Pacific Railway Company, and of all correspondence on the above subject. Presented February 18, 1914.—*Sir W. Laurier*.....*Not printed.*

135. Copy of Second Interim Report of the Royal Commission on the natural resources, trade and legislation of certain portions of His Majesty's Dominions, together with the Minutes of Evidence taken in Australia and New Zealand in 1913, in connection therewith. Presented by Hon. Mr. Foster, February 18, 1914.....*Not printed.*

136. Return to an Order of the Senate dated 27th January, 1914, for a copy of the Annual Report made in January, 1913, by the Central Railway Company to the Railway Department.—(*Senate*) .....*Not printed.*

137. Return to an Order of the Senate dated 27th January, 1914, for a copy of the Annual Report made by the Salisbury and Albert Railway Company to the Railway Department.—(*Senate*) .....*Not printed.*

138. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence and documents in reference to the matter submitted to Sir William Whyte by the Government, the Transcontinental Commission or the commission appointed to investigate the construction of the National Transcontinental Railway, between the Government or any member or official thereof, and any official of the Grand Trunk Pacific Railway Company; and also of all correspondence between any member or official of either the above named commissions and the Justice Department, concerning the said matter. Presented February 19, 1914.—*Mr. Graham*.....*Not printed.*

139. Return to an Order of the House of the 16th February, 1914, for a return showing the names, salaries and grades of the private secretaries of the members of the Liberal Government on October, 1911; the names of the private secretaries employed from time to time by the members of the present Government, and the salary and grade of each. Presented February 19, 1914.—*Mr. Murphy*.....*Not printed.*

140. Return to an Order of the House of the 9th February, 1914, for a return showing how many woollen industries are operated in the country; where situated, in which province, and in what city, town or village; the number of hands employed in each, and the output for each during 1913. Presented February 19, 1914.—*Mr. Verville.*
Not printed.

141. Return to an Order of the House of the 2nd February, 1914, for a return showing the number, location, and mileage of rural mail routes established in Bonaventure County from October, 1911, to date, if any; together with a copy of all applications, memorials, reports and correspondence generally on this matter. Presented February 23, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*

141*a*. Return to an Order of the House of the 2nd February, 1914, for a return showing a tabulated statement of the number of rural mail delivery routes opened since 1911, including the number of boxes used; also the new mail delivery contracts necessitated by the establishment of said routes in each county, not already moved for. Presented February 23, 1914.—*Mr. Lemieux*.....*Not printed.*

141*b*. Return to an Order of the House of the 19th February, 1914, for a return showing the number of rural mail delivery routes which have been established in Nova Scotia, and their names; and if any of the routes are provided with a daily service. Presented March 2, 1914.—*Mr. Sinclair*.....*Not printed.*

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141*c*. Return to an Order of the House of the 18th February, 1914, for a copy of all documents, petitions, letters, telegrams, &c., exchanged between any one and the Post Office Department, in connection with the establishing of a rural mail service in the Parish of Ste. Marguerite de Blairfindie, County of St. Johns and Iberville, and of all documents, letters and telegrams, &c., relating to the contracts for the conveyance of rural mail in said parish. Presented April 29, 1914.—*Mr. Demers*.....*Not printed.*

141*d*. Return to an Order of the House of the 20th April, 1914, for a return showing:—

1. Whether the rural postal delivery service has been started in the County of Quebec? If so, when and in what parishes of said county?

2. Whether public tenders have been advertised for such service? If so, when, how many were received and from whom, the amount of each tender, and what tender was accepted?

3. The price of the accepted tender, the name of the tenderer, the condition or conditions of payment, and the length of the contract. Presented April 30, 1914.—*Mr. Lachance* .....*Not printed.*

141*e*. Return to an Order of the House of the 6th April, 1914, for a copy of all letters, petitions and documents relative to the establishment of a rural mail delivery route from New Glasgow through Mount William, Granton and Abercrombie, County of Pictou. Presented May 8, 1914.—*Mr. Macdonald* .....*Not printed.*

141*f*. Return to an Order of the House of the 4th March, 1914, for a copy of all correspondence, telegrams, petition, recommendation and other documents relating to the establistment of the rural mail service in the parish of St. Theodore d'Acton. Presented May 16, 1914.—*Mr. Marcil* (*Bonaventure*) .....*Not printed.*

141 (*g*). Return to an Order of the House of the 11th February, 1914, for a copy of all petitions, letters, telegrams and other papers relative to the establishment of rural mail delivery routes in the County of Pictou since January 1, 1912, together with the number of said routes, the carriers on each route, the tenders received in each case for the service, a copy of the correspondence in relation to said tenders and their acceptance, and the post offices closed or to be closed as the result of the establishment of said routes. Presented June 12, 1914.—*Mr. Macdonald*.....*Not printed.*

142. Return to an Order of the House of the 2nd February, 1914, for a return showing what new post offices have been established in the County of L'Islet since 1911; the names of the officer in charge of each of them; the revenue brought; the expenses incurred by these offices, including the salary and fees of the postmaster and charges for the conveyance of the mails; if these officers have been asked for by opetitions of the interested ratepayers, and if so, by whom; the quantity of letters and other postal matters that have passed through each of these offices since they have been established. Presented February 23, 1914.—*Mr. Lapointe* (*Kamouraska*).....*Not printed.*

142*a*. Return to an Order of the House of the 30th March, 1914, for a copy of all documents, papers, petitions, correspondence, reports, &c., in connection with the opening of a post office under the name of Giasson in the parish of St. Aubert, County of L'Islet. Presented April 22, 1914.—*Mr. Lapointe* (*Kamouraska*).....*Not printed.*

143. Return to an Order of the House of the 2nd February, 1914, for a return showing the names and addresses, with rank or occupation, of all persons who accompanied the Minister of Militia and Defence to the Old country and Europe during the summer of 1913, and whose expenses were paid wholly or in part by the Dominion Government, or who were paid salary or allowance during such time, with the amount paid to each person. Presented February 23, 1914.—*Mr. Carvell*.....*Not printed.*

144. Return to an Order of the House of the 11th February, 1914, for a copy of all correspondence, telegrams and other papers to be found in the Department of the Naval Service in connection with the death and burial, at Montreal, of Joseph LeBlanc, a sailor on D.G.S. *Canada*. Presented February 23, 1914.—*Mr. Sinclair*..*Not printed.*

145. Return to an Order of the House of the 2nd February, 1914, for a copy of all tenders received for the construction of a salmon hatchery on Nipissiguit river, Gloucester County, N.B., and of the contract awarded. Presented February 23, 1914.—*Mr. Turgeon* .....*Not printed.*

146. Return to an Order of the House of the 9th April, 1913, for a copy of all correspondence, telegrams, petitions, affidavits, certificates, reports, complaints and other documents, relating to the resignation of Mr. M. C. Blais, recruiting officer of the Department of Marine and Fisheries from the Government shipyards at St. Joseph de Sorel, and to the appointment of Mr. F. P. Vanasse to this office. Presented February 23, 1914.—*Mr. Cardin* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

147. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, letters, telegrams, and other documents relating to industrial disputes during the year 1913, between the operators and employees of any of the companies operating coal mines on Vancouver Island, and disturbances arising out of the same; and of any correspondence, either before or since the year 1913, with respect to any of the said disputes. And in particular of all correspondence, letters, telegrams, and other documents to or from the Prime Minister, the Honourable the Minister of Labour or any of the officers of the Department of Labour, respecting attempts at conciliation in connection with these disputes, and to or from the Honourable the Minister of Militia, or any officers of the Department of Militia and the Honourable the Minister of Justice, or any officers of the Department of Justice, respecting the calling out and services of the militia in connection with said disputes; and a statement of the arrests made and of convictions, if any, for infringement of the laws. Also a copy of the evidence taken and reports of investigations made by the Honourable the Minister of Labour, Mr. Samuel Price, Commissioner appointed by the Department of Labour, and of the Deputy Minister of Labour; together with a detailed statement of the expenses of all such investigations and expenses otherwise incurred by any of the Departments of the Government in consequence of said disputes or difficulties arising out of same. Presented February 23, 1914.—*Sir W. Laurier*.....*Not printed.*

147*a*. Return to an Address to His Royal Highness the Governor General of the 2nd February, 1914, for a copy of all correspondence, letters, telegrams and reports that have been exchanged between the Government and the strikers and operators of coal mines in British Columbia since the beginning of the strike until the present; also a copy of all Orders in Council in connection with said strike. Presented February 23, 1914.—*Mr. Verville* .....*Not printed.*

147*b*. Supplementary Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, letters, telegrams, and other documents relating to industrial disputes during the year 1913, between the operators and employees of any of the companies operating coal mines on Vancouver Island, and disturbances arising out of the same; and of any correspondence, either before or since the year 1913 with respect to any of the said disputes. And in particular of all correspondence, letters, telegrams, and other documents to or from the Prime Minister, the Honourable the Minister of Labour or any of the officers of the Department of Labour, respecting attempts at conciliation in connection with these disputes, and to or from the Honourable the Minister of Militia, or any officers of the Department of Militia and the Honourable the Minister of Justice, or any officers of the Department of Justice, respecting the calling out and services of the militia in connection with said disputes; and a statement of the arrests made and of convictions if any, for infringement of the laws. Also a copy of the evidence taken and reports of investigations made by the Honourable the Minister of Labour, Mr. Samuel Price, Commissioner appointed by the Department of Labour, and of the Deputy Minister of Labour; together with a detailed statement of the expenses of all such investigations and expenses otherwise incurred by any of the Departments of the Government in consequence of said disputes or difficulties arising out of same. Presented February 24, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*

148. Regulations, approved by Order in Council ,dated the 19th day of January, 1914, for the disposal of petroleum and natural gas rights, the property of the Crown in Manitoba, Saskatchewan, Alberta, the Northwest Territories, the Yukon Territory, the Railway Belt in the Province of British Columbia, and within the tract containing three and one-half (3½) million acres of land acquired by the Dominion Government from the Province of British Columbia, and referred to in subsection (*b*) of section 3 of the Dominion Lands Act. Presented by Hon. Mr. Roche, February 23, 1914.
Not printed.

149. Regulations in regard to grazing leases of vacant Dominion lands, &c. Presented by Hon. Mr. Roche, February 23, 1914.....*Not printed.*

150. Return to an Order of the House of the 9th February, 1914, for a return showing the amounts in detail paid to Ward Fisher, of Shelburne, N.S., fishery inspector, for the years 1912 and 1913 for salary, office expenses, travelling expenses, and all other expenses. Presented February 24, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

151. Return to an Order of the House of the 2nd February, 1914, for a copy of the report of operations at the fishery hatchery at Port Daniel West, for the year 1913. Presented February 24, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*

152. Return to an Order of the House of the 18th February, 1914, for a copy of all correspondence, investigations or other documents respecting the loss of a horse killed on the Intercolonial, on the 10th of September last, the property of Johnny Roy, of Amqui. Presented February 24, 1914.—*Mr. Boulay*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

153. Return to an Order of the House of the 16th February, 1914, for a return showing the increase in freight rates on live-stock, including horses, carried over the Intercolonial Railway, by the tariff effective May 1, 1913, as compared with the tariff effective April 15, 1909, for the following distances, respectively:—

Over	5	and not over		10	miles.
"	10	"	"	15	"
"	15	"	"	20	"
"	20	"	"	25	"
"	25	"	"	30	"
"	30	"	"	40	"
"	40	"	"	50	"
"	50	"	"	60	"
"	60	"	"	70	"
"	70	"	"	80	"
"	80	"	"	90	"
"	90	"	"	100	"
"	100	"	"	110	"
"	110	"	"	120	"
"	120	"	"	130	"
"	130	"	"	140	"
"	140	"	"	150	"
"	150	"	"	160	"

Presented February 24, 1914.—*Mr. Kyte*.....*Not printed.*

154. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, letters, telegrams, and other documents relative to the report and recommendations of the Board appointed under the Combines Investigation Act to investigate the methods adopted by the United Shoe Machinery Company. Presented February 24, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*

155. Return to an Address to His Royal Highness the Governor General of the 2nd February, 1914, for a copy of memorandum of agreement between the Canadian Government railways and the Canadian Pacific Railway Company, covering the transportation of freight and passengers between Halifax and St. John over the Intercolonial Railway, in connection with the Canadian Pacific and Allan Line Steamships, carrying British mails, making Halifax the terminal port; also of all agreements, Orders in Council, petitions, memorials, regulations or orders of the Department of Railways and Canals, or of any officer or officers of the Intercolonial Railway; of letters or other correspondence, interviews with the Prime Minister and other member or members of the Government, and representations to the Prime Minister, or other member or members of the Government, in any manner relating to the said memorandum of agreement; and of all telegrams and letters received by the Government, or any member thereof, or sent by them, either in reply or otherwise; also of all letters, telegrams, representations or other documents relating to the said agreement or in any way connected therewith, received by F. P. Gutelius, the General Manager of the Intercolonial Railway, from the Canadian Pacific Railway, or from any corporation, persons or body, or sent by him, in reply thereto or otherwise, to the said Canadian Pacific Railway or to any other corporation, body or person. Presented February 24, 1914.—*Mr. Emmerson*..*Not printed.*

156. Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of all Orders in Council since the 1st of June last in any way altering the rates of duties existing under the Customs Act. Presented February 24, 1914.—*Sir Wilfrid Laurier*.....*Not printed.*

157. Correspondence, statements, &c., in respect to certain proposed advances to the Harbour Commissioners of Montreal, for expenditure during the years 1914, 1915, 1916 and 1917. Presented by Hon. Mr. Hazen, February 27, 1914.....*Not printed.*

158. Memorandum of proposed harbour improvements to be made by the Harbour Commissioners of Quebec during 1914, out of certain proposed advances to be made to the said commission. Presented by Hon. Mr. Hazen, February 27, 1914.....*Not printed.*

159. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, correspondence, telegrams, &c., between the Department of Trade and Commerce and any person or persons, companies or corporations, in the years 1912 and 1913, respecting a steamship service between St. John, N.B., and Bear River, N.S., and intermediate points, and the matter of the payment of a subsidy therefor. Presented March 2, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

160. Return to an Order of the House of the 2nd February, 1914, for a copy of the reports made by the proprietors of the steamer *Canada*, on which the subsidy was paid to them for the season of 1913, for the service between Campbellton, N.B., and Gaspé, Que.; together with a copy of all complaints regarding the said service and of the correspondence, reports and documents in the possession of the Department of Trade and Commerce in that connection in the said year. Presented March 2, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

161. Return to an Order of the House of the 4th February, 1914, for a return showing what sum or sums of money, if any, have been expended by the Government since the 21st of September, 1911, in the County of Wright, Quebec, and how such money has been expended. Presented March 2, 1914.—*Mr. Devlin*.....*Not printed.*

162. Return to an Order of the House of the 26th February, 1914, for a return showing:—

1. How many temporary clerks were employed in the Library of Parliament during the Sessions of 1911-1912 and 1912-1913, their names and the salary paid to each for such service, and the total so paid?

2. How many temporary clerks are at present so employed, their names and salaries respectively?

3. If any temporary clerks were employed in said library, during the Session of 1910-1911; if so, how many?

4. What was the then number of permanent clerks in the library, and the present number of temporary clerks employed in said library?

5. Why temporary clerks are employed in said library in positions superior to and at higher pay than that paid to permanent clerks? Presented March 3, 1914.—*Mr. Turgeon*.....*Not printed.*

163. Return to an Address to His Royal Highness the Governor General of the 2nd February, 1914, for a copy of all correspondence, telegrams, memoranda, Orders in Council, instructions to officers, regulations and other papers and documents relating to a change in the regulations governing the fishing of salmon in the St. John River, above tidal water. Presented March 3, 1914.—*Mr. Sinclair*.....*Not printed.*

164. Return to an Order of the House of the 2nd February, 1914, for a copy of all letters, telegrams and correspondence in any way relating to the appointment of men in any way connected with the salmon fishing pond at Margaree during the year 1913. Presented March 3, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

165. Return to an Order of the House of the 2nd February, 1914, for a copy of all tenders received in 1912 for the construction of a breakwater at Green Point, Gloucester County, N.B., and of all correspondence, letters and telegrams showing why the contract was not awarded to lowest tenderer. Presented March 3, 1914.—*Mr. Turgeon*..*Not printed.*

166. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, letters, telegrams, &c., touching in any way the work done on Lingan Beach, South Cape Breton, under Superintendent H. D. McLean. Presented March 3, 1914.—*Mr. Carroll*.....*Not printed.*

167. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, advertisements, tenders, bids, contracts, reports, vouchers, accounts, receipts, correspondence, &c., in connection with a wharf recently constructed at Gold River, Lunenburg County, N.S. Presented March 3, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

168. Return to an Address to His Royal Highness the Governor General, of the 9th February, 1914, for a copy of all documents, Orders in Council, correspondence, telegrams, tenders, accounts, vouchers, part, &c., in connection with the construction of a bridge or work between the mainland and an island, known as Boutilier's island, at South West Cove, Lunenburg County, N.S. Presented March 3, 1914.—*Mr. Maclean (Halifax)*..*Not printed.*

169. Return to an Order of the House of the 9th February, 1914, for a copy of all advertisements, tenders, contracts, documents, letters and correspondence relating to the supply of coal for the Government public buildings at Lunenburg, N.S. Presented March 3, 1914.—*Mr. Macdonald*.....*Not printed.*

170. Return to an Order of the House of the 2nd February, 1914, for a comparative statement of the quantity of cubic yards of dredging done by the *Restigouche*, or dredge *No. 3*, on the outside bar of Bathurst Harbour, during the seasons of 1910, 1911, 1912 and 1913. Presented March 3, 1914.—*Mr. Turgeon*.....*Not printed.*

170*a*. Return to an Order of the House of the 2nd February, 1914, for a copy of all tenders received for the dredging in Bathurst Harbour, and of the contract awarded. Presented March 3, 1914.—*Mr. Turgeon*.....*Not printed.*

170*b*. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, letters and telegrams relating to the deposit of sand and mud dumped into the southwestern channel by the contractors of dredging in Bathurst Harbour. Presented March 3, 1914.—*Mr. Turgeon*.....*Not printed.*

171. Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of all correspondence, telegrams, petitions and memorials received by the Right Honourable R. L. Borden, Premier of Canada, or the Minister of Railways and Canals, from J. A. Gillies, Esq., Sydney, N.S., or from any resident of the County of Richmond, N.S., relative to the purchasing of the Cape Breton Railway by the Government and the building of a line of railway from St. Peters to Sydney and Louisburg, and of replies thereto. Presented March 3, 1914.—*Mr. Kyte*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

172. Return to an Order of the House of the 2nd February, 1914, for a return showing:—

1. The names of all proprietors from whom land and property have been expropriated for the purpose of the Halifax Ocean Terminals between Three Mile House and the proposed site of the railway and shipping terminals?

2. The price or amount of damages paid therefor, or the amount offeerd and accepted in the case of each proprietor?

3. The amount offered or tendered each proprietor for damages and which has not been accepted.

4. The quantity of land and nature of property so expropriated from each proprietor. Presented March 3, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

172a. Return to an Order of the House of the 2nd February, 1914, for a copy of all advertisements, tenders, papers, documents, letters and correspondence relating to the construction of the railway from Three Mile House at Bedford Basin to Halifax Harbour, and also to the piers or wharfs and sea walls in connection with the proposed Halifax Ocean Terminals. Presented March 16, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

173. Return to an Order of the House of the 2nd February, 1914, for a copy of all agreements, correspondence, papers and documents referring to any arrangement made between the Intercolonial Railway of Canada and the Canadian Pacific Railway in the year 1913, relating to the hauling of Canadian Pacific Railway freight and passenger trains between St. John and Halifax, connecting with any transatlantic steamship lines at Halifax, during the winter season of 1913-14. Presented March 4, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

174. Return to an Order of the House of the 20th January, 1913, for a copy of all recommendations, correspondence, letters, telegrams and reports now on file in the Department of Justice, relating to the vacancy in the office of deputy warden of the Dorchester penitentiary, and the appointment of a successor to Mr. A. B. Pipes, who was promoted from the position of deputy warden of Dorchester penitentiary to that of warden. Presented March 4, 1914.—*Mr. Emmerson* .....*Not printed.*

175. Correspondence between the City of Ottawa and the Government, on the subject of a pure water supply for the city and Government buildings. Presented by Hon. Mr. Borden, March 4, 1914.....*Not printed.*

176. Return to an Order of the House of the 2nd February, 1914, for a copy of all letters, correspondence, telegrams and all other documents between the Department of Railways and Canals and Archer, Macdonald, E. Montpetit, C. A. Harwood, and A. Marceau, local engineer, St. Amour, Superintendent of the Canal of Soulanges, L. A. Sauvè, and others, respecting the tearing down of several houses and dependencies erected on the Government grounds at Pointe Cascades, the property of the said L. A. Sauvé. Presented March 5, 1914.—*Mr. Boyer* .....*Not printed.*

177. Return to an Order of the House of the 23rd February, 1914, for a copy of all agreements between the Transcontinental Railway Commission and the Canadian Northern Railway for the use of the line of the said company by the trains of the Transcontinental Railway from Cap Rouge to the shops at St. Malo. Presented March 5, 1914.—*Sir Wilfrid Laurier* .....*Not printed.*

178. Return to an Order of the House of the 23rd February, 1914, for a copy of all correspondence between the Minister of Railways or the Transcontinental Railway Commission and the Quebec Harbour Commission, with regard to the construction by the said Harbour Commission of a line of railway to connect the said Transcontinental Railway from Champlain Market with the proposed Union Station at the Palais, and of all contracts by the said Harbour Commission towards that end. Presented March 5, 1914.—*Sir Wilfrid Laurier* .....*Not printed.*

179. Return to an Order of the House of the 9th February, 1914, for a copy of all advertisements, tenders, contracts and correspondence in connection with the proposed New London Branch of the Prince Edward Island Railway. Presented March 5, 1914.—*Mr. Graham* .....*Not printed.*

180. Return to an Order of the House of the 4th February, 1914, for a return showing the total amount of available cash on deposit to the credit of the Government of Canada on the last day of each month between April 1, 1913, and December 31, 1913. Presented March 5, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

181. Return to an Order of the House of the 4th February, 1914, for a return showing the following particulars respectively, of all loans placed or extended by the Government of Canada, upon the London market during the calendar years 1912 and 1913: Loan, date and copy of prospectus; price in prospectus and price realized; date on which loan matures; rate per cent; total issue; amount realized; charges including discount for immediate payments, &c.; net amount of cash realized; and the annual effective rate of interest per unit. Presented March 5, 1914.—*Mr. Maclean (Halifax)*....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

182. Return to an Order of the House of the 9th February, 1914, for a return showing the number of farm labourers and public servants respectively, placed by the Government employment agents during the years 1912 and 1913; also the counties where placed and amount of bonus paid. Presented March 6, 1914.—*Mr. Sutherland*.....*Not printed.*

183. Return to an Order of the House of the 26th February, 1914, for a return showing:—

1. What chartered banks in Canada have gone into liquidation since Confederation, and at what date in each case;

2. The loss in each case to the depositors, the note holders and the stockholders respectively;

3. What relief, if any, was given in each case by the Government to any of the parties suffering loss. Presented March 6, 1914.—*Mr. Neely*.....*Not printed.*

184. Return to an Order of the House of the 11th February, 1914, for a return showing the number of binders, reapers, mowers, ploughs, seeders, and cultivators exported from and imported to Canada, with their value respectively, in each of the years 1910, 1911, 1912 and 1913. Presented March 6, 1914.—*Mr. Neely*.....*Not printed.*

185. Return to an Order of the House of the 23rd February, 1914, for a return showing the number of cattle exported from Canada to the United States in the months of October, November and December, 1913, and January, 1914, and for the corresponding months in 1912 and 1913. Presented March 6, 1914.—*Mr. Maclean (Halifax)*....*Not printed.*

186. Return to an Order of the House of the 23rd February, 1914, for a return showing the quantities and varieties of fish exported from Canada to the United States in the months of October, November and December, 1913, and January, 1914, and for the corresponding months in 1912 and 1913. Presented March 6, 1914.—*Mr. Maclean (Halifax)*. *Not printed.*

187. Return to an Order of the House of the 26th February, 1914, for a return showing:—

1. Who were, from incorporation, and who are, the officers and directors of the Grand Trunk Pacific Railway Company;

2. The amount of capital stock of said company, the amount paid up, and who are the holders of such paid up stock, and the amount held, and still held, by each;

3. If this company, or a subsidiary company, has contracted to build any portion of the National Transcontinental Railway; and, if so, the total amount of their contracts for such work;

4. What portion of such contracts or work was sublet, and on such sublet contracts what profit was made by the said company. Presented March 6, 1914.—*Mr. Middlebro*. *Not printed.*

188. Report of the Board of Inquiry appointed to investigate and verify the claims of applicants for Fenian Raid Volunteer Bounty in the Province of Nova Scotia. Presented by Hon. Mr. Hughes, March 9, 1914.....*Not printed.*

188*a*. List of applicants, in Nova Scotia, for the Fenian Raid Volunteer Bounty whose claims have been approved.—List of Fenian Raid Volunteer Bounty applicants, in Nova Scotia, received to December 31, 1913, but not yet considered. Presented by Hon. Mr. Hughes, March 9, 1914.....*Not printed.*

189. Return to an Order of the House of the 12th February, 1914, for a return showing what was the local minimum rate of freight on small parcels on the Intercolonial Railway prior to October 10, 1911, and also the present rate on the same. Presented March 9, 1914.—*Mr. Sinclair*.....*Not printed.*

190. Return to an Order of the House for a copy of all correspondence, reports, evidence taken, and of all other papers in the possession of the Minister of Railways and Canals, relating to the investigation recently held by Mr. Ferguson, M.L.A., concerning the affairs of the Trent Valley Canal. Presented March 9, 1914.—*Mr. Burnham*.
Report only printed for distribution and sessional papers.

191. Return to an Order of the House of the 16th February, 1914, for a copy of all papers necessary to convey full information as to the charter, outfit and instructions of the *Karluk* and auxiliary vessels; the names, rank, pay and terms of engagement of their officers and crews; and of all communications received from Mr. V. Steffansson, or any other person who has received such a communication, written after the expedition sailed for the Arctic Ocean. Presented March 10, 1914.—*Mr. Oliver*.....*Not printed.*

192. Return to an Order of the House of the 2nd February, 1914, for a return showing the number of towns in the Province of Ontario which have a population larger than the town of Chesley, South Riding of Bruce, which was 1,734, according to the last census; also the number of such towns served by letter boxes on the street. Presented March 10, 1914.—*Mr. McCraney*.....*Not printed.*

193. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of the promoters of the National Drop Forge Company, Limited, and the powers asked by and given to said company by letters patent. Presented March 10, 1914.—*Mr. Lemieux*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

194. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of the promoters of the Canadian Contracting Company, and the powers asked by and given to said company by letters patent. Presented March 10, 1914.—*Mr. Lemieux* .....*Not printed.*

195. Return to an Order of the House of the 4th February, 1914, for a copy of all papers, letters, telegrams, reports, inquiries and documents or other communications had with any of the Departments of the Government, particularly with the Interior, Customs and Marine and Fisheries Departments, relating to Gustavas A. Colpitts, a Canadian citizen returning as a passenger on the Royal Mail Steamship *Empress of Britain*, in September, 1911, who alleged that he was not allowed by officers of the Government to disembark at Rimouski from said steamship. Also a copy of all letters, correspondence or other communications received by any members of the Government, particularly by the Minister of Marine and Fisheries, and by any Department of the Government, from the said Gustavas A. Colpitts, who was at the time a student at Mount Allison University, Sackville, New Brunswick, and of all letters or other communications sent in reply thereto. Presented March 10, 1914.—*Mr. Emmerson*.....*Not printed.*

196. Number of Chinamen entering Canada during years 1911-12-13, &c.—(*Senate.*). *Not printed.*

197. Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, papers, plans, correspondence, memoranda and other documents relative to the shortening of distances on the Intercolonial Railway between Pictou and Port Mulgrave, and to the construction of a new bridge at Pictou in connection therewith. Presented March 12, 1914.—*Mr. Macdonald*.....*Not printed.*

198. Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, telegrams, correspondence, leases and other documents relating to the cutting of lumber by Mr. B. F. Smith from the so-called Tobique Indian reserve, in the Province of New Brunswick, and of all recommendations with reference thereto, made by the Indian agent for that portion of the Province, or any other official of the Department in the said Province; together with a statement of the lumber cut by said Smith from said reserve, with the rates of stumpage charged and amounts paid since January 1, 1912. Presented March 12, 1914.—*Mr. Carvell*.....*Not printed.*

198*a*. Return to an Order of the House of the 23rd February, 1914, for a copy of all correspondence, letters, telegrams, memorials, petitions, &c., relating to the sale or transfer of the Indian reserve at Sydney, N.S., and the removal of the Indians therefrom. Presented March 17, 1914.—*Mr. Kyte*.....*Not printed.*

198*b*. Return to an Order of the House of the 23rd March, 1914, for a copy of all the instructions issued to C. P. Fullerton and Fawcett Taylor, or either of them, in reference to the St. Peter's Indian reserve. Presented April 8, 1914.—*Mr. Oliver*.....*Not printed.*

199. Return to an Order of the House of the 11th February, 1914, for a copy of all correspondence, letters, telegrams and other documents relative to the purchase for the Intercolonial Railway of a quantity of coal in the United States, within the past few months. Presented March 12, 1914.—*Mr. Macdonald* .....*Not printed.*

199*a*. Return to an Order of the House of the 2nd February, 1914, for a return showing:—

1. When the Intercolonial Railway and the Prince Edward Island Railway last called for tenders for its coal supply, and when the tenders were returnable?
2. The number of tenders received, the names of the tenderers, and their respective prices?
3. The date of the last contract or contracts for coal for the Intercolonial Railway, and who was the contractor or contractors respectively?
4. The names of the successful tenderers, as the result of the last call for tenders, and their prices respectively?
5. The amount in tons of the contract made with each, and at what prices per ton respectively?
6. If any coal was purchased for the Government system of railways in the United States since March 31, 1913? If so, by whom, from whom, and through whom it was purchased, and at what price, the cost per ton delivered, inclusive of commissions to the railways. Presented March 18, 1914.—*Mr. Emmerson*.....*Not printed.*

199*b*. Return to an Order of the House for a return showing whether the Government has purchased any coal, freight or passenger cars during the past six months for the Intercolonial Railway; if so, from whom and in what quantity; the price paid in each case; if any tenders were called for the same; who the tenderers were and the amount of each tender. Presented April 6, 1914.—*Mr. Macdonald*.....*Not printed.*

200. Return to an Order of the House of the 4th March, 1914, for a return showing the freight rates on flour, hay, oats, lumber and firewood per 100 lbs. or per ton, between Bathurst, N.B., and Nepisiguit Junction, Red Pine, Bartibogue, Beaver Brook, and between Bathurst, Berresford, Petit Rocher and Belledune, before the changes made in August, 1913, and the freight rates on the same articles, between the same points, under the new schedule of rates. Presented March 16, 1914.—*Mr. Turgeon*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

201. Return to an Order of the House of the 11th February, 1914, for a copy of all contracts, accounts, bills, memoranda, letters, correspondence, receipts, vouchers, bills of lading, &c., referring to all materials, provisions, supplies and goods of every description purchased and forwarded to Port Nelson during the year 1913, by any Department of the Government of Canada, and agreements for employment of workmen in connection with the construction of the Hudson Bay Railway terminals at Port Nelson. Presented March 18, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

202. Return to an Order of the House of the 9th February, 1914, for a copy of all papers, letters or other correspondence, instructions, reports, valuations, appointment of valuators, or appraisers, appraisements, abstracts of titles, deeds or other conveyances, in any Department of the Government or in the railway offices at Moncton, relating to, or in any manner connected with, the purchase by the Intercolonial Railway of a property in Moncton, N.B., at the corner of Archibald and Main streets in said city, formerly owned in his lifetime by the late P. S. Archibald, C.E., and now occupied by the General Superintendent of the Intercolonial Railway, F. P. Brady, as a residence; together with a copy of all bills, accounts and statement of expenditures for repairs made on the buildings of said property; and also of accounts, commissions and bills paid to solicitors, attorneys or other agents, for searches, conveyances, and a statement of all moneys paid for charges and expenses in connection with such purchase or the procuring of a deed of said property? Presented March 16, 1914.—*Mr. Emmerson.*
Not printed.

202*a*. Supplementary Return to an Order of the House of the 9th February, 1914, for a copy of all papers, letters or other correspondence, instructions, reports, valuations, appointment of valuators, or appraisers, appraisements, abstracts of titles, deeds or other conveyances in any department of the Government or in the railway offices at Moncton, relating to, or in any manner connected with, the purchase by the Intercolonial Railway of a property in Moncton, N.B., at the corner of Archibald and Main streets in said city, formerly owned in his lifetime by the late P. S. Archibald, C.E., and now occupied by the General Superintendent of the Intercolonial Railway, F. P. Brady, as a residence; together with a copy of all bills, accounts and statement of expenditures for repairs made on the buildings of said property; and also of accounts, commissions and bills paid to solicitors, attorneys or other agents, for searches, conveyances, and a statement of all monies paid for charges and expenses in connection with such purchase or the procuring of a deed of said property. Presented March 26, 1914.—*Mr. Emmerson*.....*Not printed.*

202*b*. Further Supplementary Return to an Order of the House of the 9th February, 1914, for a copy of all papers, letters or other correspondence, instructions, reports, valuations, appointment of valuators, or appraisers, appraisements, abstracts of titles, deeds or other conveyances in any department of the Government or in the railway offices at Moncton, relating to, or in any manner connected with, the purchase by the Intercolonial Railway of a property in Moncton, N.B., at the corner of Archibald and Main streets in said city, formerly owned in his lifetime by the late P. S Archibald, C.E., and now occupied by the General Superintendent of the Intercolonial Railway, F. P. Brady, as a residence; together with a copy of all bills, accounts and statement of expenditures for repairs made on the buildings of said property; and also of accounts, commissions and bills paid to solicitors, attorneys or other agents, for searches, conveyances, and a statement of all monies paid for charges and expenses in connection with such purchase or the procuring of a deed of said property. Presented April 1, 1914.—*Mr. Emmerson*.....*Not printed.*

203. Return to an Order of the House of the 4th March, 1914, for a return showing the freight rates under the old tariff of the Intercolonial Railway, per 100 lbs. or per ton, on fresh, dried and cured fish, molasses, coal oil, nails, hardware and anthracite coal from Gloucester Junction and Bathurst station to and from St. John, and the present rates for the same articles between the same points. Presented March 17, 1914.—*Mr. Turgeon.*
Not printed.

204. Return to an Order of the House of the 23rd February, 1914, for a return showing all smelt fishing licenses issued in the County of Pictou during the past season, and of all correspondence in reference to the same. Presented March 17, 1914.—*Mr. Macdonald.*
Not printed.

204*a*. Supplementary Return to an Order of the House of the 23rd February, 1914, for a return showing all smelt fishing licenses issued in the County of Pictou during the past season, and of all correspondence in reference to the same. Presented April 17, 1914.—*Mr. Macdonald*.....*Not printed.*

205. Return to an Order of the House of the 2nd February, 1914, for a copy of all documents concerning the latest changes in the lobster fishing regulations at Magdalen Islands. Presented March 17, 1914.—*Mr. Lemieux*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

206. Return to an Order of the House of the 16th February, 1914, for a copy of all correspondence, telegrams, tenders and documents connected in any way with the supplying of coal to the lobster hatchery at Margaree during the years 1910-1911, 1911-1912, 1912-1913 and 1913-1914. Presented March 17, 1914.—*Mr. Chisholm* (*Antigonish*).
Not printed.

207. Return to an Order of the House of the 16th February, 1914, for a copy of the charges made against Mrs. Marguerite Fair, postmistress of Black Cape, Quebec, on which Mr. Louis Taché of Rimouski, was authorized to hold an investigation, together with the appeal of said investigation, if any was held. Presented March 17, 1914.—*Mr. Marcil* (*Bonaventure*) .....*Not printed.*

208. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, papers, documents, reports, &c., in connection with the proposed increase of mail service from Shelburne, N.S., to Jordan Bay and Jordan Ferry and return since October 1, 1911. Presented March 17, 1914.—*Mr. Maclean* (*Halifax*).....*Not printed.*

209. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence between the Post Office Department, or any official thereof, and any person or persons, concerning the installation of street letter boxes in the village of Chesley, in the riding of South Bruce. Presented March 17, 1912.—*Mr. Graham*....*Not printed.*

210. Report of the Commission of Conservation of Canada on the Trent Watershed Survey, a reconnaissance by C. D. Howe, Ph.D., and J. H. White, B.A., B.Sc. F., with an introductory discussion by B E. Fernow, LL.D Presented by Hon. Mr. Borden, March 19, 1914 .....*Not printed.*

210a. Conservation of coal in Canada. Report of Commission of Conservation.—(*Senate*).
Not printed.

211. Copy of evidence taken before Mr. William Henry Moore, the commissioner appointed to inquire into certain charges against Mr. Frank Fairen, store keeper on the Trent Canal, sentation in the Senate, of the Western provinces of Canada. Presented by Hon. Mr. March 19, 1914 .....*Not printed.*

212. Copy of the opinion of the Deputy Minister of Justice on the subject of increased representation in the Senate, of ahe Western provinces of Canada. Presented by Hon. Mr. Borden, March 19, 1914 .....*Not printed.*

212a. Copy of a resolution of the Legislative Assembly of the Province of British Columbia, approved by His Honour the Lieutenant Governor in Council, in which application is made to the Federal Government to increase the number of senators for the said province. Presented by Hon. Mr. Borden, March 19, 1914.....*Not printed.*

212b. Copy of opinion of the Assistant Deputy Minister of Justice on the subject of increased representation in the Senate, of the prairie provinces of Canada. Presented by Hon. Mr. Borden, March 23, 1914.....*Not printed.*

213. Return to an Order of the House of the 9th March, 1914, for a copy of all papers and correspondence in the Department of Customs regarding the entry of a boring mill at Lethbridge, Alberta, shipped in August, 1913, by John Stirk and Company, and billed to the Lethbridge Iron Works. Presented March 20, 1914.—*Mr. Buchanan* .
Not printed.

214. Return to an Order of the House of the 16th March, 1914, for a copy of a petition dated the 9th of July, 1911, signed by Etienne Barre, Joseph Trudeau and others, taxpayers of the municipality of Chambly Basin, and addressed to the Minister of Justice, together with a copy of all documents and vouchers attached to said petition, and of all correspondence and other documents relating thereto. Presented March 23, 1914.—*Mr. Lamarche* .....*Not printed.*

215. Return to an Order of the House of the 2nd February, 1914, for a return showing where the D.G. cruiser *Margaret* was built; the names of the builders; the contract price; whether the contract was awarded to the lowest tenderer; the name and address of each tenderer and amount of each tender; if the Government or any department thereof has contracted for any other vessel or vessels during the past eighteen months; and if so, the number of such vessels, the names and addresses of the contractors, the gross tonnage of each and the contract price, and the service for which they were intended. Presented March 23, 1914.—*Mr. Sinclair*.....*Not printed.*

216. Return to an Order of the House of the 2nd March, 1914, for a copy of all letters, telegrams or other correspondence in connection with the seizure of eleven (11) horses belonging to Mr. John M. Ferguson, Kaleida, Manitoba, on or about the 28th day of March, 1912. Presented March 24, 1914.—*Mr. Turriff*.....*Not printed.*

217. Return to an Order of the House of the 4th February, 1914, for a return showing the quantities and values of potatoes imported monthly into Canada during the years 1911, 1912 and 1913, and the countries from which such potatoes were imported. Presented March 25, 1914.—*Mr. Hughes* (*Kings, P.E.I.*).....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

217a. Return to an Order of the House of the 2nd February, 1914, for a return showing the quantities and values of potatoes exported monthly from each province of Canada, from September 1, 1911, to January 1, 1914, and the countries to which the same were exported. Presented March 25, 1914.—*Mr. Carvell* .....*Not printed.*

218. Return to an Order of the House of the 12th March, 1914, for a return showing how many colonels, honorary colonels, lieut.-colonels, honorary lieut.-colonels, and other officers, honorary and otherwise, have been appointed by the Minister of Militia and Defence from October, 1911, to the present time. Presented March 25, 1914.—*Mr. Hughes (Kings, P.E.I.)* .....*Not printed.*

218a. Return to an Order of the House of the 11th February, 1914, for a return showing the number of honourary appointments to military rank which have been made by, or with the approval of, the present Minister of Militia and Defence since he assumed office, giving the names of the persons so appointed, and the rank of each. Presented April 1, 1914.—*Mr. Murphy* .....*Not printed.*

219. Kitsilano Indian reserve—relating to the purchase of by the Government of the Dominion of Canada from the Province of British Columbia.—(*Senate*).....*Not printed.*

220. Return to an Address to His Royal Highness the Governor General of the 9th March, 1914, for a copy of all papers, documents, Orders in Council, correspondence, &c., in reference to the suspension of Mr. Joseph McGillis of the Department of Customs, Ottawa. Presented March 27, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

221. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of all parties who have been employed at the Experimental Farm at Ste. Anne de la Pocatière during the years 1912 and 1913, and the salary and fees paid to each of them. Presented March 30, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

222. Return to an Order of the House of the 9th February, 1914, for a return showing the total number of veterinary inspectors employed by the Government in the slaughter houses of the country; how they are distributed in each Province; the names of the establishments they are connected with, and the number of officers in each of them; if the Government employ some others to supervise the health of the herds on the farms besides the veterinary inspectors connected with the slaughter houses; the number of them, and how they are distributed in each Province; the number of herds of both cattle and hogs that have been submitted to inspection during the years 1911, 1912 and 1913; the number of animals in each Province slaughtered after tuberculosis was found in them; if the Government paid indemnities to the owners on account of such slaughtering, and if so, the amount in each Province; the respective salaries of the veterinary inspectors employed in the slaughter houses; the working hours of those officers; the respective salaries paid to the veterinary inspectors employed for other purposes; the amount of the expenses of that branch of the Department of Agriculture for the years 1911, 1912 and 1913 for internal managmeent, such as salaries, and the salaries and expenses for each of the Provinces. Presented March 30, 1914.—*Mr. Boyer.* *Not printed.*

223. Return to an Order of the House of the 23rd February, 1914, for a copy of the report of George Lafontaine, received by the Department of Agriculture during the present fiscal year, relating to the manufacture of chemical manure. Presented March 30, 1914.—*Mr. Boulay* .....*Not printed.*

224. Return to an Order of the House of the 16th February, 1914, for a return showing.—

1. Whether the Postmaster General has given a contract for rural parcel boxes; and, if so, to whom?
2. Whether tenders for the boxes were asked?
3. From whom tenders were received?
4. The price, if any, of the different tenders?
5. How many boxes were ordered, and at what price?
6. Whether the Postmaster General, since he came into office, has made a contract for rural mail boxes, and, if so, when?
7. The amount of the contract?
8. Who the tenderers were, and the price, if any, of the different tenders?
9. Who received the contract, and the price paid per box?
10. How many boxes, if any, were ordered? Presented March 31, 1914.—*Mr. Nesbitt* .....*Not printed.*

225. Return to an Order of the House of the 23rd March, 1914, for a return showing the rates of interest paid on all Dominion loans from 1890 to 1914. Presented March 31, 1914.—*Mr. Pardee*.....*Not printed.*

226. Return to an Address to His Royal Highness the Governor General, of the 9th March, 1914, for a copy of all correspondence since October, 1911, between the Government of Canada, represented by the Department of Marine and Fisheries, of the one part, and the Goverment of the United Kingdom, the Government of the United States, or any other Government, of the other part, relating to steam trawling in Atlantic waters. Presented March 31, 1914.—*Mr. Sinclair*.....*Not printed.*

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227. Return to an Order of the House of the 11th February, 1914, for a copy of all letters, telegrams, and written requests during the years 1912 and 1913, addressed to the Department of Marine and Fisheries, or the Department of Naval Affairs, or any officer of either Department, or Marine branches of said department, or any officer or persons of either branch, by any person or persons, relating to proposals or requests that the vessels or any vessel under the control of the Naval Branch of said Department, should be present at any regatta or celebration of any description held anywhere on the Atlantic or Pacific Coasts of Canada during said years; also of all replies to such letters, telegrams and written requests. Presented March 31, 1914.—*Mr. Law* .....*Not printed.*

228. Return to an Order of the House of the 9th March, 1914, for a copy of all correspondence, memoranda and other documents relating to the moral, mental and physical inspection of all immigrants entering Canada. Presented April 1, 1914.—*Mr. Paquet.* *Not printed.*

229. Return to an Order of the House of the 16th March, 1914, for a copy of all orders, reports, applications, letters, telegrams and other documents connected with or in any manner relating to the retirement of Amasa E. Killam, an official of the Intercolonial Railway, from the employment of the said railway, and to his claim for a retiring allowance, under the provisions of the Intercolonial and Prince Edward Island Railway Employees' Provident Fund Act; and also of all letters showing the date of his beginning work in the service of the said railway and of his appointment to a position in the employ of said railway on the first of April, 1897, or at any other date. Also a copy of all instructions and letters from the then Minister of Railways to the general manager or to any other official of the Intercolonial, relating to engagement or employment of the said Amasa E. Killam, and of all letters, correspondence, instructions, reports, or other documents in any way relating thereto and to the engagement of the said Amasa E. Killam, during the month of March, 1897, to take the position of bridge and building inspector on the Intercolonial Railway, to commence work on the first day of April, 1897. Presented April 1, 1914.—*Mr. Emmerson...Not printed.*

230. Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, papers and other documents relating to the payments made at Skinners Cove, Pictou County, for purchase of land or other rights in the year 1913. Presented April 2, 1914.—*Mr. Macdonald* .....*Not printed.*

231. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, correspondence, telegrams, letters, pay rolls, accounts and vouchers in any way referring to the expenditure of money by this Government for the public wharf at Whycocomagh. Presented April 2, 1914.—*Mr. Maclean (Halifax).....Not printed.*

231*a*. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, advertisements, tenders, bids, contracts, reports, vouchers, accounts, receipts, correspondence, &c., in connection with the construction of a wharf at Feltzen South, Lunenburg County, N.S., now under construction or recently completed. Presented April 2, 1914.—*Mr. Chisholm (Inverness).....Not printed.*

231*b*. Return to an Order of the House of the 4th March, 1914, for a return showing:—

1. How much money was expended on the repairs to the wharf at South Gut, Victoria County, during the summer of 1913?
2. How much on labour and how much on material, respectively?
3. Who was the foreman, by whom recommended, and his rate of wages per day?
4. How many days he was employed as foreman?
5. How many men he had working for him on the wharf each day, and the wages paid each man?
6. How much was paid for material for the repairs, and where it was obtained?
7. From whom the material was purchased, the nature of it, and the price paid per foot?
8. Who was the paymaster on this work and when the men were paid? Presented April 2, 1914.—*Mr. McKenzie.....Not printed.*

231*c*. Return to an Order of the House of the 9th February, 1914, for a return showing the amount expended by the Government on wharfs, breakwaters, public works and dredging in the County of Yarmouth since October 11, 1911; and to whom the amounts so expended were paid. Presented April 2, 1914.—*Mr. Law....Not printed.*

231*d*. Return to an Order of the House of the 4th March, 1914, for a return showing:—

1. How much money was expended on repairs to the Englishtown wharf, County of Victoria, in the summer of 1913?
2. How much on labour and how much on material, respectively?
3. Who was the foreman, by whom he was recommended, and his rate of wages per day?
4. How many days he was employed as foreman?
5. How many men he had working for him on the wharf each day, and the wages paid each man?

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6. From whom the material was purchased, of what it consisted, and the price paid per foot?

7. Who was the paymaster on this work, and when the men were paid?

8. When the work was begun and when completed? Presented April 2, 1914.—*Mr. McKenzie* ..... *Not printed.*

231*e*. Return to an Order of the House of the 16th February, 1913, for a copy of all letters, telegrams, correspondence, pay-rolls, vouchers and documents of all kinds connected in any way with repairs or extension of wharf at Finlay Point, Mabou, Inverness County, during the year 1910-1911. Presented April 2, 1914.—*Mr. Chisholm (Inverness)* ..... *Not printed.*

231*f*. Return to an Order of the House of the 4th March, 1914, for a return showing the amount of timber used and the price paid for same in renewing and repairing the wharf at Port Clyde, Shelbourne County, N.S.; the amount of wages paid on same, and to whom: and the number and price of ballast poles used in the above work. Presented April 2, 1914.—*Mr. Law*..... *Not printed.*

231*g*. Return to an Order of the House of the 12th May, 1913, for a copy of all papers, telegrams, documents, reports, correspondence, &c., in any way relating to a proposed extension of a wharf or the construction of a new wharf at Finlay Point, Inverness County, N.S. Presented April 2, 1914.—*Mr. Chisholm (Inverness)*..... *Not printed.*

231*h*. Return to an Order of the House of the 26th May, 1913, for a copy of all papers, letters and documents relating to the building of a wharf in the town of L'Assomption. Presented April 2, 1914.—*Mr. Seguin* ..... *Not printed.*

231*i*. Return to an Address of the 19th May, 1913, to His Excellency the Administrator for a copy of all papers, tenders, contracts, accounts, and Orders in Council, between the Department of Public Works and any other person or persons, relating to the purchase of a site for the public wharf being erected or recently erected at Bear River, N.S., and also relating to the construction of said wharf, and anything in connection therewith. Presented April 2, 1914.—*Mr. Maclean (Halifax)*..... *Not printed.*

231*j*. Return to an Order of the House of the 31st March, 1913, for a copy of all papers, documents, correspondence, &c., relating to the purchase of a property at Centreville, Shelburne County, Nova Scotia, as a site for a public wharf, and in connection with any monies expended on the McGray property at Centreville, upon the public wharf. Presented April 2, 1914.—*Mr. Kyte*..... *Not printed.*

231*k*. Return to an Order of the House of the 9th March, 1914, for a copy of all correspondence, letters, telegrams, notes, requests, &c., addressed to the Department or the Minister of Public Works, directly or indirectly, in connection with the work necessary for the completion of the wharf at Sainte Croix, County of Lotbinière, since the 21st of September, 1911, to date. Presented April 16, 1914.—*Mr. Fortier*..... *Not printed.*

231*l*. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, petitions, memorials, letters, reports, and telegrams, in the Department of Public Works, or in any of the Departments of the Government, relating to a proposed wharf or breakwater at Little Cape, and Great Shemogue Harbour, Westmorland County, N.B.; also of all correspondence, letters and telegrams exchanged between any member of the Government and M. G. Siddal, or any other persons or corporations, relating to a proposal or application to construct a wharf or breakwater at Little Cape or Great Shemogue Harbour in Westmorland County, N.B., or in connection with having a survey made in connection with any such proposal. Presented April 17, 1914.—*Mr. Emmerson* ..... *Not printed.*

231*m*. Return to an Order of the House of the 9th February, 1914, for a copy of all reports, memoranda, correspondence and documents of every nature, relating to the construction of a wharf in the town of L'Assomption, and of all petitions and correspondence in favour or against such construction to date, and the reasons why the construction of such wharf, authorized in the estimates of 1911-1912, has not been proceeded with. Presented April 17, 1914.—*Mr. Seguin*..... *Not printed.*

231*n*. Return to an Order of the House of the 16th March, 1914, for a copy of all accounts, vouchers, pay-rolls, instructions, correspondence and recommendations relating to the expenditure on the public wharf at Arichat, N.S., since the 11th day of October, 1911. Presented April 30, 1914.—*Mr. Kyte*..... *Not printed.*

231*o*. Return to an Order of the House of the 16th February, 1914, for a copy of all tenders, contracts, memorandums, pay-rolls, accounts, vouchers, correspondence, papers and documents, &c., in connection with work performed upon the Government wharf at Croft's Cove, Lunenburg County, in 1912. Presented April 30, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*

231*p*. Return to an Order of the House of the 9th March, 1914, for a copy of all correspondence, letters, telegrams, petitions and other documents relating to the claim of the Bonaventure and Gloucester Interprovincial Company, Limited, in connection wtih a wharf on Bonaventure river, Bonaventure County. Presented April 30, 1914.—*Mr. Sevigny.* *Not printed.*

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231*q*. Supplementary Return to an Order of the House of the 9th March, 1914, for a copy of all correspondence, letters, telegrams, notes, requests, &c., addressed to the Department or the Minister of Public Works, directly or indirectly, in connection with the work necessary for the completion of the wharf at Sainte Croix, County of Lotbinière, since the 21st September, 1911, to date. Presented April 30, 1914.—*Mr. Fortier*.....*Not printed.*

231*r*. Return to an Order of the House of the 2nd February, 1914, for a copy of all tenders, contracts, pay rolls, vouchers, documents, correspondence, &c., in connection with the purchase of a site for the Government wharf at Bear River, N.S., and the construction of the said wharf. Presented April 30, 1914.—*Mr. Maclean (Halifax)*..*Not printed.*

231*s*. Return to an Order of the House of the 9th March, 1914, for a return showing:—

1. How much was spent upon Hall's Harbour wharf, Kings County, N.S., in 1913?
2. The name of the commissioner or foreman, by whom he was recommended, and his remuneration?
3. How much lumber was used upon the said wharf during 1913, from whom the same was purchased, and the price paid for the various forms thereof. Presented April 30, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

231*t*. Return to an Order of the House of the 16th February, 1914, for a copy of the pay-list, including the names and residences, of all those who have worked at the wharf of L'Ile Verte, County of Témiscouata; the number of days of employment of each of them; the amount received by each of them; who has or have signed the receipt or receipts for said amounts, in connection with the works which have been going on during the summer of 1912 and during the summer of 1913. Presented April 30, 1914.—*Mr. Gauvreau* .....*Not printed.*

231*u*. Return to an Order of the House of the 16th February, 1914, for a copy of the pay-list, including the names and residences, of the men who have worked on the wharf to the west of Rivière-Verte, Témiscouata; the number of days' work of each of them; the amount of money received by each of them; who has or have signed the receipt or receipts for said amounts on said pay-list or otherwise, the whole for: (1o) 1912; (2o) 1913. Presented May 4, 1914.—*Mr. Gauvreau*.....*Not printed.*

231*v*. Further Supplementary Return to an Order of the House of the 9th Mrach, 1914, for a copy of all correspondence letters, telegrams, notes, requests, &c., addressed to the Department or the Minister of Public Works, directly or indirectly, in connection with the work necessary for the completion of the wharf at Sainte Croix, County of Lotbinière, since the 21st of September, 1911, to date. Presented May 4, 1914.—*Mr. Fortier* .....*Not printed.*

231*w*. Return to an Order of the House of the 30th March, 1914, for a copy of all letters and telegrams addressed by G. A. R. Rowlings and J. S. Wells to the Department of Public Works, or the Minister, since October 1, 1911, relating to the construction of a public wharf at Cole Harbour, Guysborough County, N.S., and of all replies thereto. Presented May 12, 1914.—*Mr. Sinclair*.....*Not printed.*

231*x*. Return to an Order of the House of the 16th February, 1914, for a copy of all letters, telegrams and correspondence of all kinds in any way relating to repairs required on the pier at Margaree Harbour, Inverness County, received in 1912-1913 and 1913-1914. Presented May 12, 1914.—*Mr. Chisholm (Inverness)* .....*Not printed.*

231*y*. Return to an Order of the House of the 27th April, 1914, for a copy of all correspondence, pay-rolls, accounts, receipts, vouchers and papers relating to the construction of Feltzen South wharf, Lunenburg County, N.S. Presented May 16, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

231*z*. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, correspondence, telegrams, letters, pay-rolls, accounts and vouchers in any way referring to the expenditure of money by this Government for the building and repair of the public wharf at Port Hood. Presented May 16, 1914.—*Mr. Chisholm (Inverness)* *Not printed.*

231 (2*a*). Return to an Order of the House of the 4th May, 1914, for a copy of all correspondence, telegrams, complaints, pay-rolls, vouchers and all other documents in any way connected with the expenditure of $500 during the year 1913 on Finlay Point wharf, Inverness County. Presented May 16, 1914.—*Mr. Chisholm (Inverness)*..*Not printed.*

231 (2*b*). Return to an Order of the House of the 6th April, 1914, for a copy of all correspondence, letters, telegrams, petitions and recommendations relating to the wharf at Arichat, N.S., to be used by SS. *Magdalin*. Presented May 29, 1914.—*Mr. Kyte*....*Not printed.*

231 (2*c*). Return to an Order of the House of the 9th March, 1914, for a return showing:—

1. How much money was spent upon Kingsport Pier, Kings County, N.S., during the year 1913?
2. The name of the foreman or commissioner, by whom he was recommended, and the remuneration paid him?
3. How much lumber was purchased and used for said pier, from whom it was purchased, and the particulars of the prices paid therefor?
4. What was done with the lumber or piling taken out of said pier, and if the same was sold, to whom and at what price? Presented May 29, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

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231 (2*d*). Return to an Order of the House of the 27th April, 1914, for a copy of all correspondence, pay-rolls, accounts, receipts, vouchers and papers relating to the construction of Kraut Point wharf, Lunenburg County, N.S. Presented June 12, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*

232. Return to an Order of the House of the 4th March, 1914, for a return showing:—

1. How much money has been expended in public works in the Counties of Rimouski and Gaspé, respectively, since October 11, 1911.

2. How much of the money so expended was provided for in the estimates of 1911-1912?

3. What amount was expended on the works for which money was not included in the estimates of 1911-1912? Presented April 2, 1914.—*Mr. Marcil (Bonaventure).* *Not printed.*

232*a*. Return to an Order of the House of the 23rd February, 1914, for a return showing how much money has been expended on public works in Antigonish County since October 11, 1911.

2. How much of the amount so expended was provided in the estimates for 1911-1912?

3. What amount, not included in the estimates for 1911-1912, was expended on public works in said county? Presented April 2, 1914.—*Mr. Chisholm (Antigonish).*

232*b*. Return to an Order of the House of the 9th February, 1914, for a copy of all papers, reports, documents, correspondence, plans, &c., in reference to a proposed Government public building at Bear River, N.S., and the purchase of a site for the same. Presented April 2, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*

232*c*. Return to an Order of the House of the 9th April, 1913, for a copy of all charges, correspondence, pay-rolls, telegrams and other documents relating in any way to the expenditure of money on the harbour improvements at Mabou Harbour by the Department of Public Works, during the years 1911-12, 1912-13. Presented April 2, 1914.—*Mr. Chisholm (Inverness)* ..... *Not printed.*

232*d*. Return to an Order of the House of the 28th May, 1913, was issued to the proper officer for a copy of the specifications and tenders for materials to be used in connection with the proposed dry dock at Lauzon, Quebec. Presented April 2, 1914.—*Mr. Lemieux.* *Not printed.*

232*e*. Return to an Order of the House of the 3rd March, 1913, for a copy of all documents, letters, reports of engineers and statements of detailed expenditure in connection with dredging at Bonaventure River, Quebec. Presented April 2, 1914.—*Mr. Marcil (Bonaventure)* ..... *Not printed.*

232*f*. Return to an Order of the House of the 3rd March, 1913, for a copy of all petitions, correspondence, reports or other papers or documents in the Department of Public Works relating to the building of a breakwater at Goulman's Point, Half Island Cove, Guysboro' County, N.S. Presented April 2, 1914.—*Mr. Sinclair*..... *Not printed.*

232*g*. Return to an Order of the House of the 16th February, 1914, for a copy of all letters, telegrams, correspondence and documents of all kinds in any way relating to a lighthouse to be built at Red Cape, Margaree Harbour, Inverness County. Presented April 7, 1914.—*Mr. Chisholm (Inverness)* ..... *Not printed.*

232*h*. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, documents, telegrams, correspondence, &c., in reference to the purchase of a site in Saskatoon for a post office building. Presented April 16, 1914.—*Mr. McCraney.* *Not printed.*

232*i*. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, reports, petitions and documents exchanged by and with the Department of Public Works since the 1st of September, 1911, to date, with the reasons why the construction of the public building, authorized in the town of St. Lin Des Laurentides, County of L'Assomption, as per the estimates of 1911-1912, has not been proceeded with. Presented April 17, 1914.—*Mr. Seguin* ..... *Not printed.*

232*j*. Return to an Order of the House of the 2nd February, 1914, for all correspondence, reports and documents exchanged by and with the Department of Public Works from October, 1911, to date, regarding the non-erection of the public building authorized to be erected at New Carlisle, the county seat of Bonaventure County, in the estimates of 1911-1912. Presented April 17, 1914.—*Mr. Marcil (Bonaventure)*..... *Not printed.*

232*k*. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of all persons who worked on Lingan Bar, South Cape Breton, under Superintendent H. D. McLean, the wages paid to each per diem, the amount paid each or payable to each, and showing generally how the amount voted for such work was expended, and the amount received by H. D. McLean in connection with said work. Presented April 17, 1914.—*Mr. Carroll* ..... *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

232*l*. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, advertisements, tenders, contracts, papers, telegrams, correspondence, returns, reports, accounts, vouchers, receipts, &c., in connection with any dredging performed by the Nova Scotia Dredging Company, or any other company, corporation or individuals, at Jeddore, Halifax County, N.S., in the years 1912 and 1913. Presented April 17, 1914. —*Mr. Maclean (Halifax)*.....*Not printed.*

232*m*. Return to an Order of the House of the 12th May, 1913, for a copy of all papers, telegrams, documents, reports, correspondence, pay-rolls, &c., in any way relating to a life-saving station which was constructed at Cheticamp, during 1912. Presented April 28, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

232*n*. Return to an Order of the House of the 12th March, 1914, for a return showing:—

1. What firms or persons are or have been engaged in dredging for the Government in the harbour of St. John and upon the St. John river and its tributaries since October 1, 1911.

2. What amount has been paid to each firm or person for this work from October 1, 1911, to the present time?

3. Who are the officers, president, manager and secretary of each of these corporations? Presented April 30, 1914.—*Mr. Carvell*.....*Not printed.*

232*o*. Return to an Order of the House of the 16th February, 1914, for a copy of all documents bearing on the repairing and improvement of the Metapedia Road in the Counties of Rimouski and Bonaventure. Presented April 30, 1914.—*Mr. Mareil (Bonaventure)*. *Not printed.*

232*p*. Return to an Order of the House of the 12th March, 1914, for a return showing:—

1. What tug boats, steam or gasoline tenders, have been employed by the Government since September 21, 1911, in connection with the dredging operations in St. John harbour and in the River St. John and its tributaries?

2. Who are the registered owners of these boats and from whom each is hired?

3. The sum paid per day for each tug boat or tender and how many days each has worked in the period referred to.

4. What amount of money has been paid for the service of each boat in the period referred to and to whom it has been paid. Presented April 30, 1914.—*Mr. Carvell.* *Not printed.*

232*q*. Return to an Order of the House of the 9th March, 1914, for a return showing the details as to the nature of the work concerning the damming of the Chateauguay river, the number of men employed, their names, the wages paid in each case and the period of their employment during the calendar year 1913. Presented April 30, 1914.—*Mr. Lemieux*.....*Not printed.*

232*r*. Return to an Order of the House of the 16th March, 1914, for a copy of all letters, telegrams, correspondence, reports, petitions, and communications filed in the Department of Public Works since 1910, relating to the dredging of Antigonish harbour, or the straightening or widening of the channel, or other improvements proposed to be made there. Presented April 30, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

232*s*. Return to an Order of the House of the 23rd March, 1914, for a copy of all letters, papers and other documents relative to the purchase of a lot of land in the town of Stellarton, for a public building. Presented April 30, 1914.—*Mr. Macdonald*.....*Not printed.*

232*t*. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, correspondence, telegrams, letters, pay-rolls, accounts, and vouchers in any way referring to the expenditure of money by this Government in the construction of the new telegraph or telephone line from Baddeck, Victoria County, N.S. ,to North East Margaree, Inverness County, N.S., thence to Big Intervale, Inverness County, N.S., and also in connection with the lines from South West Margaree to Loch Ban, and from Scotsville to Whycocomagh, all in Inverness County, N.S. Presented May 4, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

232*u*. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, documents, telegrams, correspondence, &c., in reference to the purchase of a property or site on Gottingen street, Halifax, for the erection of a post office building. Presented May 4, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

232*v*. Return to an Order of the House of the 16th March, 1914, for a return showing all payments made in the year 1913 in connection with repairs done to, or moneys expended on, the Blue Rock breakwater in Antigonish County, with the names of the persons to whom such payments were made, the amount paid to each, and what such amounts were for. Presented May 4, 1914.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

232*w*. Return to an Order of the House of the 9th March, 1914, for a copy of all papers, documents, correspondence, &c., from any person or persons in connection with the purchase of the site for the post office at Canning, N.S. Presented May 4, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

232*x*. Return to an Order of the House of the 2nd February, 1914, for a copy of all tenders received for the construction of a lighthouse at Grand Anse, Gloucester County, N.B., and of the contract awarded. Presented May 5, 1914.—*Mr. Turgeon*.....*Not printed.*

232*y*. Return to an Order of the House of the 16th February, 1914, for a copy of all papers, letters, telegrams, reports, deeds, fees paid to lawyers, and other documents relative to the purchasing of land from Mrs. C. F. Bertrand and Arthemise Dionne, in connection with the works on the southwest side of Rivière-Verte, l'Islet, County of Témiscouata. Presented May 5, 1914.—*Mr. Gauvreau* .....*Not printed.*

232*z*. Return to an Order of the House of the 20th April, 1914, for a copy of all correspondence between the Minister of Public Works, the Minister of Justice, or any other member of the Government, and any person or persons, relating to the location and erection of the new post office in the village of Eganville, County of Renfrew. Presented May 5, 1914.—*Mr. Graham* .....*Not printed.*

232 (2*a*). Return to an Order of the House of the 16th March, 1914, for a copy of all correspondence, documents, recommendations and reports, respecting the dredging of Des Prairies river, the work done, depth, length and width of channel dredged, the list of men employed to perform that work, their salaries respectively, and the amount of money spent on that work since the 22nd of November, 1912, up to the 2nd of February, 1914. Presented May 7, 1914.—*Mr. Wilson (Laval)* .....*Not printed.*

232 (2*b*). Return to an Order of the House of the 6th April, 1914, for a copy of all letters, telegrams, correspondence, complaints, bills, accounts, vouchers, receipts and any documents in any way connected with the expenditure of money at Friar's Head Boat Harbour by Simon P. Doucet, during the years 1912-13, 1913-14. Presented May 7, 1914.—*Mr. Chisholm (Inverness)* .....*Not printed.*

232 (2*c*). Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the public building at Gravelburg, from and since January 1, 1912. Presented May 7, 1914.—*Mr. Knowles* .....*Not printed.*

232 (2*d*). Return to an Order of the House of the 23rd March, 1914, for a copy of all specifications and of all tenders pertaining to the Brantford public building now being erected, and of the contract awarded, and of all correspondence, whether by letter or telegram, with reference thereto. Presented May 7, 1914.—*Mr. Nesbitt*.....*Not printed.*

232 (2*e*). Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of all correspondence, telegrams, petitions and memorials received by the Right Honourable R. L. Borden, Premier of Canada, or any other Minister of the Crown since the first day of October, 1911, from J. A. Gillies, Esq., N.S., or any resident of the County of Richmond, N.S., relative to expenditure of public money on public works in the said County of Richmond. Presented May 8, 1914.—*Mr. Kyte.* *Not printed.*

232 (2*f*). Supplementary Return to an Order of the House of the 20th April, 1914, for a copy of all correspondence betewen the Minister of Public Works, the Minister of Justice or any other member of the Government, and any person or persons, relating to the location and erection of the new post office in the village of Eganville, County of Renfrew. Presented May 8, 1914.—*Mr. Graham* .....*Not printed.*

232 (2*g*). Return to an Order of the House of the 2nd February, 1914, for a return showing the dredging operations carried on in Bonaventure County in 1913, together with a copy of estimates, reports, and correspondence. Presented May 11, 1914.—*Mr. Marcil.* *Not printed.*

232 (2*h*). Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence and other documents in reference to the erection of a customs building in the village of Chesley, Riding of South Bruce. Presented May 12, 1914.—*Mr. Truax.* *Not printed.*

232 (2*i*). Return to an Order of the House of the 6th April, 1914, for a copy of all accounts and vouchers covering the expenditure during the calendar year 1913 at South Lake, Lakevale, Antigonish County, and showing in detail, the persons to whom such payments were made, what such payments were for, the number of day labourers employed, and the rate of wages, the quantity of material used and the price paid therefor, the quantity of material hauled to the work and not used, and the persons supplying such material. Presented May 12, 1914.—*Mr. Chisholm (Antigonish).* *Not printed.*

232 (2*j*). Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, papers, telegrams, valuations, appraisals and other documents relative to the obtaining of a site for a public building at Hantsport, Nova Scotia. Presented May 12, 1914.—*Mr. Macdonald* .....*Not printed.*

232 (2*k*). Return to an Order of the House of the 11th February, 1914, for a copy of all correspondence, letters, telegrams, reports, appraisals and other documents relative to the expropriation of the lands of John Campbell and Albert E. Milligan, in connection with the improvements on the East River at Pictou. Presented May 12, 1914.—*Mr. Macdonald* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

232 (2*l*). Return to an Order of the House of the 16th March, 1914, for a copy of all papers, letters and other documents, including pay-lists relating to the expenditure of moneys by the Public Works Department on Falmouth Township Dyke, Hants County, in 1913. Presented May 12, 1914.—*Mr. Macdonald*.....*Not printed.*

232 (2*m*). Return to an Order of the House of the 16th March, 1914, for a copy of all accounts, vouchers, pay-rolls, instructions, correspondence and recommendations relating to the expenditure on the public building at Arichat, N.S., since the 11th day of October, 1911. Presented May 16, 1914.—*Mr. Kyte*.....*Not printed.*

232 (2*n*). Return to an Order of the House of the 4th March, 1914, for a copy of all correspondence and other documents in connection with the letting of the construction for the Toronto harbour works. Presented May 16, 1914.—*Mr. Pardee*.....*Not printed.*

232 (2*o*). Return to an Order of the House of the 2nd February, 1914, for a return showing the nature and cost of works carried on in the County of Bonaventure by the Department of Public Works since October 10, 1911, to date, together with a copy of all reports, estimates, pay-lists, and correspondence in connection therewith. Presented May 27, 1914.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

232 (2*p*). Return to an Order of the House of the 23rd March, 1914, for a copy of all correspondence, documents, recommendations and reports respecting the dredging at Port Elgin, Westmorland County, N.B., with the names of men employed to perform that work, their salaries, respectively, and the amount of money spent on the same from January 1, 1901, to January 1, 1914. Presented May 27, 1914.—*Mr. Robidoux.*
Not printed.

232 (2*q*). Further Supplementary Return to an Order of the House of the 20th April, 1914, for a copy of all correspondence between the Minister of Public Works, the Minister of Justice, or any other member of the Government, and any person or persons, relating to the location and erection of the new post office in the village of Eganville, County of Renfrew. Presented May 27, 1914.—*Mr. Graham*.....*Not printed.*

232 (2*r*). Return to an Order of the House of the 16th February, 1914, for a copy of all papers in connection with the Immigration Hall at Gravelburg, Sask., from and since the 1st January, 1912. Presented June 1, 1914.—*Mr. Knowles*.....*Not printed.*

232 (2*s*). Return to an Order of the House of the 2nd February, 1914, for a copy of all advertisements, tenders, accounts, vouchers, letters, documents and correspondence relating to the construction of a breakwater at The Graff, Halifax County, N.S. Presented June 2, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

232 (2*t*). Return to an Order of the House of the 23rd February, 1914, for a copy of all letters, telegrams, correspondence, contracts and documents relating to the surrender of a contract for dredging in Miramichi Bay, N.B., by Messrs. A. and R. Loggie, and also with reference to the letting of a contract for the same, or any portion of said work, to the Northern Dredging Company; together with a copy of all notices for tenders, tenders and contracts in connection therewith. Presented June 2, 1914.—*Mr. Carvell.*
Not printed.

232 (2*u*). Return to an Order of the House of the 6th April, 1914, for a copy of all letters, telegrams, documents, papers, &c., in connection with the purchase by the Government of lots 1 and 2, block 125, plan 96, in the city of Moosejaw, for an examining warehouse site. Presented June 2, 1914.—*Mr. Knowles*.....*Not printed.*

232 (2*v*). Return to an Order of the House of the 16th February, 1914, for a copy of all letters, telegrams, correspondence of all kinds, pay-rolls, vouchers, &c., in any way referring to the expenditure of moneys on sheer dams on the Margaree river, at Margaree and North East Margaree, during 1911-1912 and 1912-1913. Presented June 2, 1914.—*Mr. Chisholm (Inverness)*.....*Not printed.*

233. Return to an Order of the House of the 24th April, 1913, for a return showing what officers and men were employed on the dredge *Northumberland* at Pictou in the months of January, February and March, 1913, and the salaries and wages paid to them respectively; the amounts paid for repairs and supplies respectively, for said dredge during said months and to whom paid respectively. Presented April 2, 1914.—*Mr. Macdonald.*
Not printed.

234. New Lobster Fishery Regulations established by Order in Council of the 25th March, 1914, in lieu of those established by Order in Council of the 30th September, 1910, and all amendments thereto, by virtue of the provisions of Section 54 of the Fisheries Act, chapter 45 of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Hazen, April 7, 1914.....*Not printed.*

235. Return to an Order of the House of the 23rd March, 1914, for a return showing:—
1. How many engineers there are in the employ of the Intercolonial Railway at Moncton and at other points on that railway, and their names?
2. How many were formerly in the employ of the Canadian Pacific Railway Company?
3. Whether Martin Murphy, C.E., is employed in the service of that railway. If so, when he was employed and what his age is? Presented April 7, 1914.—*Mr. Emmerson*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

236. Return to an Order of the House of the 30th March, 1914, for a return showing the travelling expenses paid by the Government to the Honourable Rodolphe Roy, Judge of the Superior Court at Rimouski, during the years 1912-1913 and 1914, for trips from Quebec to Rimouski and return. Presented April 8, 1914.—*Mr. Boulay*.....*Not printed.*

237. Return to an Order of the House of the 23rd March, 1914, for a return showing:—
1. The names of the lawyers who represented the Department of Justice in the district of Quebec, since the 21st September, 1911.
2. The amount of money paid to each of them. Presented April 8, 1914.—*Mr. Lapointe (Kamouraska)* .....*Not printed.*

238. Return to an Order of the House of the 4th February, 1914, for a copy of all letters, telegrams and documents generally concerning the withdrawal of an appeal in the Supreme Court of Canada, in the case of His Majesty the King, appellant, and Alfred Olivier Falardeau and Constant Napoleon Falardeau, respondents. Presented April 8, 1914.—*Mr. Lemieux* .....*Not printed.*

239. Return to an Order of the House of the 16th March, 1914, for a copy of all transfers of lands by the Militia Department to the Harbour Commissioners of Montreal, and of all correspondence with regard to the same. Presented April 15, 1914.—*Mr. Carvell.*
Not printed.

240. Return to an Order of the House of the 2nd March, 1914, for a return showing:—
1. The quantities of wheat, by grade, received into the terminal elevators at Fort William and Port Arthur, from the date of the weigh-up in 1910, to date of weigh-up in 1911, the same for 1911-1912, and the same for 1912-1913.
2. The quantities, by grade, delivered by each of the said elevators during the same periods.
3. The average or shortage, as the case may be, of each grade in each of the said elevators, as shown by the said weigh-ups in each of those above mentioned periods.
4. The date of the weigh-up in each case. Presented April 15, 1914.—*Mr. Neely.*
Not printed.

241. Return to an Order of the House of the 2nd March, 1914, for a copy of all rules, orders and regulations, &c., affecting the handling of grain made by the Grain Commission to date, and of any changes made in elevator charges and terms, if any. Presented April 15, 1914.—*Mr. Neely* .....*Not printed.*

242. Return to an Order of the House of the 6th April, 1914, for a copy of the new rules and regulations in regard to employees of the Intercolonial Railway and Prince Edward Island Railways. Presented April 15, 1914.—*Mr. Macdonald*.....*Not printed.*

243. Return to an Address to His Royal Highness the Governor General of the 30th March, 1914, for a copy of all correspondence, petitions, lists of shareholders, Orders in Council, licenses, certificates and other papers and documents, and of all renewals thereof, relating to the incorporation and licensing of the Banque St. Jean, the Banque Ville Marie and the Banque Jacques Cartier, all in the Province of Quebec. Presented April 16, 1914.—*Mr. Demers* .....*Not printed.*

243*a*. Return to an Address to His Royal Highness the Governor General of the 23rd March, 1914, for a copy of all correspondence, petitions, lists of shareholdres, Orders in Council, licenses, certificates and other papers and documents and all renewals thereof, relating to the incorporation and licensing of the Bank of Yarmouth, and of all papers and documents relating to the winding up of the business of the said bank. Presented April 16, 1914.—*Mr. Law*.....*Not printed.*

243*b*. Return to an Address to His Royal Highness the Governor General, of the 16th March, 1914, for a copy of all correspondence, petitions, lists of shareholdres, Orders in Council, licenses, certificates and other papers and documents and all renewals thereof, relating to the incorporation and licensing of the Pictou Bank, and of all papers and documents relating to the winding up of the business of the said bank. Presented April 30, 1914. —*Mr. Macdonald* .....*Not printed.*

244. Return to an Order of the House of the 23rd March, 1914, for a copy of the reports made by Colin F. McKinnon, of Taylor's Road, Antigonish County, Frank A. McEchen, of Inverness, N.S., John A. McDougall of Glace Bay, C.B., J. M. McDonald, of Christmas Island, C.B., William Watkins of Cobourg Road, Halifax, S. P. Fream, of Brighton, Digby County, and J. J. Walker of Truro, N.S., special immigration agents appointed from the Province of Nova Scotia. Presented April 16, 1914.—*Mr. Chisholm (Antigonish)* .....*Not printed.*

245. Return to an Address to His Royal Highness the Governor General of the 4th February, 1914, for a copy of all correspondence and papers generally concerning the proposed changes of the Judicial Committee of the Privy Council. Presented April 16, 1914.—*Mr. Lemieux* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

246. Return to an Order of the House of the 2nd March, 1914, for a return giving the following information, as far as may be available, respecting the constitution of Upper Chambers or Senates within the British Empire and in foreign countries, and especially such information in respect of the self-governing Dominions and of foreign countries possessing a federal system of Government:—

1. As to the method of appointment, whether by executive authority or by election by the people, or otherwise.
2. As to the term of appointment, whether for life or for a term of years, or toherwise.
3. As to a re-appointment or re-election, and generally as to the filling of vacancies occasioned by death or otherwise.
4. As to qualifications, whether by age, residence, possession of real or personal property or otherwise.
5. As to limitation of the membership, and as to the numerical relation of the membership to that of the Lower House.
6. As to provisions for dissolution, appeal to the electorate, conferences or additional appointments in case of disagreement between the Upper and Lower House.
7. As to the operation of the various systems in the several Dominions and countries mentioned, and in what respect defects or difficulties have made themselves manifest.
8. All other relevant information respecting the constitution and status of such Upper Chambers. Presented April 16, 1914.—*Mr. Middlebro.*

Printed for sessional papers only.

246a. Further Supplementary Return to an Order of the House of the 2nd March, 1914, for a return giving the following information, as far as may be available, respecting the constitution of Upper Chambers or Senates within the British Empire and in foreign countries, and especially such information in respect of the self-governing Dominions and of foreign countries possessing a federal system of Government:—

1. As to the method of appointment, whether by executive authority or by election by the people, or otherwise.
2. As to the term of appointment, whether for life or for a term of years, or otherwise.
3. As to a re-appointment or re-election, and generally as to the filling of vacancies occasioned by death or otherwise.
4. As to qualifications, whether by age, residence, possession of real or personal property or otherwise.
5. As to limitation of the membership, and as to the numerical relation of the membership to that of the Lower House.
6. As to provisions for dissolution, appeal to the electorate, conferences or additional appointments in case of disagreement between the Upper and Lower Houses.
7. As to the operation of the various systems in the several Dominions and countries mentioned, and in what respect defects or difficulties have made themselves manifest.
8. All other relevant information respecting the constitution and status of such Upper Chambers. Presented June 10, 1914.—*Mr. Middlebro....*

Printed for sessional papers only.

247. Return to an Order of the House of the 1st April, 1914, for a return showing:—

1. What it has cost the Government for bottled and distilled water in Ottawa since January 1, 1912, to March 1, 1914?
2. What it is costing the Government per day now for bottled and distilled water? Presented April 16, 1914.—*Mr. Sexsmith*.....*Not printed.*

248. Return to an Order of the House of the 11th February, 1914, for a copy of all papers, letters, telegrams, reports and other documents relative to the purchase of land from Joseph Fraser, in connection with the works at Cariboo Island, Pictou County, in the Public Works Department. Presented April 16, 1914.—*Mr. Macdonald....Not printed.*

249. Return to an Order of the House of the 21st May, 1913, for a copy of all correspondence exchanged during the year 1912, between Captain Belanger, commandant of the *Eureka* and the Department of Marine and Fisheries, both at Quebec and Ottawa. Presented April 16, 1914.—*Mr. Boulay* .....*Not printed.*

250. Return to an Order of the House of the 23rd March, 1914, for a return showing:—

1. The names of the wharfingers at Coteau Landing from 1900 to 1914.
2. The names of the vessels which moored there during that period.
3. What wharfage each of those vessels paid during that time?
4. What wharfage a coaler paid for unloading between 1900 and 1912? Presented April 17, 1914.—*Mr. Paquet*.....*Not printed.*

251. Return to an Order of the House of the 4th March, 1914, for a copy of all correspondence, letters, telegrams and documents in connection with the removal of ice in Yarmouth, N.S., harbour, by C.G.S. *Stanley* in February, 1914. Presented April 21, 1914.—*Mr. Law* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

252. Report of the Royal Commission on Penitentiaries, together with the evidence taken and exhibits filed before the said commission. Presented by Hon. Mr. Doherty, April 22, 1914. (Report only) .....*Printed for distribution and sessional papers.*

253. Return to an Order of the House of the 9th March, 1914, for a return showing:—

1. How many professors, lecturers and inspectors the Department of Agriculture has in the Province of Prince Edward Island?

2. Their names, the salaries they receive, and the travelling expenses of each.

3. The duties of these professors, lecturers and inspectors?

4. How many meetings were held or demonstrations given by each of these professors, lecturers and inspectors during the months of March, April, May, June, July, August, September and October last year?

5. Where each meeting was held or demonstration given, and how each was advertised?

6. How many boxes, baskets and barrels of fruit were inspected last season, and the kinds of fruit so inspected?

7. When and where the inspection took place and how many boxes, baskets and barrels were found to be improperly or falsely marked?

8. Whether the Department received a resolution or petition from the Fruit Growers' Association of Prince Edward Island.

9. If so, what prayer or request the said resolution or petition contained, and what the Department has decided to do in regard to the matter?

10. How many cheese and butter factories were operated in each of the counties of Prince Edward Island in the year 1910 and how many in the year 1913. Presented April 22, 1914.—*Mr. Hughes (P.E.I.)*.....*Not printed.*

254. Return to an Order of the House of the 26th February, for a return showing:—The freight rates charged during the years 1912 and 1913 on wheat from Fort William or Port Arthur to ports on the Georgian Bay and Canadian ports on Lake Huron and Lake Erie, by the Canadian Pacific Steamship Line, the Northern Navigation Company, the Merchant's Mutual Line, Inland Lines, and the Canadian Lake Line. Presented April 24, 1914.—*Mr. Aikins* .....*Not printed.*

255. Return to an Order of the House of the 23rd March, 1914, for a copy of all letters, papers, telegrams, recommendations and documents of every kind in connection with the purchase of a Rifle Range near Souris, Prince Edward Island. Presented April 27, 1914. —*Mr. Hughes (P.E.I.)*.....*Not printed.*

256. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, advertisements, tenders, bids, contracts, telegrams, correspondence, accounts, receipts, vouchers, &c., in reference to the supply of meats, hay, oats, and all other supplies for the 1913 summer and autumn drill at Aldershot Camp, Nova Scotia. Presented April 27, 1914.—*Mr. Maclean (Halifax)*.....*Not printed.*

256*a*. Return to an Order of the House of the 30th March, 1914, for a copy of all advertisements, tenders, contracts, documents, papers, &c., relative to the supply of ice for the Aldershot Military Camp, N.S., for the season of 1914. Presented May 29, 1914.—*Mr. Maclean (Halifax)* .....*Not printed.*

257. Return to an Order of the House of the 1st April, 1914, for a Return showing:—

1. The total amount paid for pensions by the Department of Militia and Defence for the year ending March 31, 1913.

2. The number of militia officers at present on the pay-roll of the permanent corps.

3. How many private soldiers are at present on the pay-roll of the permanent force?

4. How many private soldiers joined the force during 1913?

5. How many deserted during 1913?

6. The gross amount expended by the Department of Militia and Defence for the salaries of officers and officials of every kind in the employ of the Department at Ottawa or elsewhere during the fiscal year 1912-1913.

7. The gross amount paid out for services to the private soldiers of the permanent corps during the said year 1912-1913. Presented April 27, 1914.—*Mr. Sinclair.* *Not printed.*

258. Return to an Order of the House of the 4th February, 1914, for a copy of all letters, telegrams, &c., exchanged between the Department of Militia and Messrs. A. Macdonald, E. Montpetit and others, in connection with the organization of the 33rd Hussars, at Vaudreuil and Soulanges. Presented April 27, 1914.—*Mr. Boyer*.....*Not printed.*

259. Return to an Order of the House of the 9th March, 1914, for a copy of all letters, telegrams, reports, and other correspondence, in possession of the Department of Militia and Defence, relating to the purchase of land in Farnham, Quebec, for a military camp ground. Presented April 27, 1914.—*Mr. Kay*..... *Not printed.*

260. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence between the Department of Agriculture or the Department of Customs and C. S. Campbell, Esq., K.C., relating to the importation of pure-bred animals into Canada. Presented April 27, 1914.—*Mr. Kay* .....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

261. Return to an Order of the House of the 2nd March, 1914, for a copy of all correspondence, letters, telegrams, and other documents relative to the immigration of Asiatics, including Hindus, Japanese and Chinese, which have a bearing either directly or indirectly upon the Order in Council passed by the Government during December, 1913, restricting immigration into the Province of British Columbia. Presented April 27, 1914.—*Mr. Oliver* ..... *Not printed.*

262. Return to an Address to His Royal Highness the Governor General of the 30th March, 1914, for a copy in duplicate of all leases, agreements, correspondence, Orders in Council and other documents relating to the water-power or privileges connected with the Stevens Dam, so called, that had been constructed across the River Trent at the village of Campbellford, together with a copy in duplicate of a license in connection with said dam, granted to the Honourable James Cockburn and others under date December 9, 1869, and of all correspondence with, and opinions of, the Minister of Justice at the time of the granting of said license and since that date; also a duplicate copy of all papers, correspondence, Orders in Council and other documents relating to or connected with the cancellation, termination and revocation of such license on the 12th of August, 1911, and of all correspondence, propositions, agreements or other documents had and made by, to or with the Trent Valley Woollen Manufacturing Company, Limited, and of all correspondence with the Department of Justice and opinions thereof relating thereto; also a duplicate copy of all correspondence, reports, Orders in Council and other documents referred to or mentioned in an Order in Council of date August 25, 1913, set forth on page W 398, in the third volume of the Auditor General's Report, 1913, and of all correspondence with the Auditor General and by and between the Auditor General and any department of Government relating thereto or connected therewith. Presented April 27, 1914.—*Mr. Emmerson* ..... *Not printed.*

263. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, deeds, contracts, &c., in connection with the purchase by the Board of Harbour Commissioners of Quebec, of a stone quarry at St. Nicholas, Que. Presented April 28, 1914. —*Mr. Lemieux* ..... *Not printed.*

264. Return to an Order of the House of the 6th April, 1914, for a copy of all petitions, correspondence, telegrams and other papers and documents received by the Department of Marine and Fisheries since January 1, 1914, relating to the transportation of fish from the Maritime Provinces to the United States, and of all replies thereto. Presented April 29, 1914.—*Mr. Sinclair* ..... *Not printed.*

265. Return to an Order of the House of the 2nd February, 1914, for a copy of all papers, deeds and contracts in connection with the purchase by the Department of Agriculture of a quarantine station at Lévis, Que., on or about July 29, 1913. Presented April 29, 1914.—*Mr. Lemieux* ..... *Not printed.*

266. Copy of Order in Council No. P. C. 976, dated 18th April, 1914, "Revised Regulations governing the entry of Naval Cadets." Presented by Hon. Mr. Hazen, April 30, 1914. *Not printed.*

266*a*. Copy of Order in Council dated 18th May, 1914, concerning the organization of a Naval Volunteer Force. Presented by Hon. Mr. Hazen, May 23, 1914..... *Not printed.*

267. Return to an Order of the House of the 4th March, 1914, for a copy of all papers, correspondence and telegrams concerning the deportation of Bhwagan Singh, a Sikh priest, in defiance of a writ of Habeas Corpus. Presented April 30, 1914.—*Mr. Lemieux.* *Not printed.*

268. Statement of receipts and expenditures of the National Battlefields Commission to 31st March, 1914, as required by 7-8 Edward VII, chapter 57, section 12. Presented by Hon. Mr. White, May 4, 1914..... *Not printed.*

269. Copy of the trust deed, dated 30th June, 1903, between the Canadian Northern Railway Company and the British Empire Trust Company and the National Trust Company, Limited. Presented by Hon. Mr. Borden, May 4, 1914..... *Not printed.*

269*a*. Copy of the trust deed, dated 6th May, 1910, between the Canadian Northern Railway Company and the British Empire Trust Company and the National Trust Company, Limited. Presented by Hon. Mr. Borden, May 4, 1914..... *Not printed.*

269*b*. Copy of the trust deed, dated 19th November, 1913, between the Canadian Northern Railway Company, Mackenzie, Mann & Co., Limited, and the British Empire Trust Company, and the National Trust Company, Limited. Presented by Hon. Mr. Borden, May 4, 1914..... *Printed for distribution and sessional papers.*

269*c*. Statement showing the floating liabilities of the railway companies embraced in the general title of the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 4, 1914 ..... *Not printed.*

269*d*. Statement of securities pledged as collateral to temporary loans of the Canadian Northern System. Presented by Hon. Mr. Borden, May 4, 1914..... *Not printed.*

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269*e*. Statement showing the engineer's estimate of the cost of completing the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 4, 1914.....*Not printed.*

269*f*. Statement of capital stock authorized and issued, of the companies set out in the first schedule. Presented by Hon. Mr. Borden, May 6, 1914.....*Not printed.*

269*g*. Approximate estimate of betterments for six years of the lines of the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 6, 1914.....*Not printed.*

269*h*. Statements as on 31st December, 1913, bearing on the financing of the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 6, 1914.....*Not printed.*

269*i*. Papers and statements in respect to the Canadian Northern Railway System:—
1. Correspondence, including official application for aid.
2. Detailed statements showing particulars of capitalization, earnings, cost to complete, &c. Presented by Hon. Mr. Borden, May 6, 1914.
Printed for distribution and sessional papers.

269*j*. Copy of trust deed dated October 4, 1911.—The Canadian Northern Railway to the Guardian Trust Company, Limited, and the British Empire Trust Company, Limited, and His Majesty the King and the Canadian Northern Railway Company. Presented by Hon. Mr. Borden, May 7, 1914.....*Printed for distribution and sessional papers.*

269*k*. List of companies whose total issued stock is owned by the Canadian Northern Railway Company; also, list of companies whose total issued stock is to be transferred to The Canadian Northern Railway Company; and also, list of companies in which the controlling interest is to be transferred to The Canadian Northern Railway Company. Presented by Hon. Mr. Borden, May 7, 1914.....*Not printed.*

269*l*. Further statements bearing on the financing of the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 7, 1914.
Printed for distribution and sessional papers.

269*m*. Correspondence and telegrams received from the premiers of the Provinces of Nova Scotia, British Columbia, Alberta, and the Acting Premier of Saskatchewan, in regard to the granting of aid to the Canadian Northern Railway System. Presented by Hon. Mr. Borden, May 7, 1914..... *Printed for distribution and sessioanl papers.*

269*n*. Copy of trust deed dated 28th December, 1903.—The Lake Superior Terminals Company, Limited, and the National Trust Company, Limited, and the Canadian Northern Railway Company. Presented by Hon. Mr. Borden, May 11, 1914.....*Not printed.*

270. Return to an Order of the House of the 20th April, 1914, for a copy of all letters, telegrams and other documents relating to the refusal of the Railway Department, or any official of the Intercolonial Railway to permit employees of the railway at Moncton to attend the militia camp in the last year. Presented May 6, 1914.—*Mr. Macdonald.*
Not printed.

271. Return to an Order of the House of the 23rd March, 1914, for a copy of all correspondence reeeived by the Government since October 1, 1911, to date, from John M. Cormick, of Sydney Mines, N.S., in reference to the following matters in the Riding of North Cape Breton and Victoria:—Railway extension into the Riding of North Cape Breton and Victoria; the opening of the harbour at Dingwall, Aspey Bay, C.B.; the breakwater at Meat Cove in the said Riding; the boat harbour at Bay St. Lawrence; the breakwater at White Point; the breakwater at Neil's Harbour; the breakwater at McLeod's, Ingonish; in respect to Ingonish Harbour; the breakwater at Breton Cove; the breakwater at Little Bras d'Or; the breakwater at Cape Dauphin; the breakwater at Point Aconi; the proposed wharf at North Sydney the proposed extension of the breakwater at North Sydney; the bringing of the Intercolonial Railway to the ballast ground at North Sydney; the wharf at Sydney Mines; the wharf at Leitches Creek; the repairs to the wharf at Groves Point; the rebuilding of the wharf at Boisdale; the breakwater at Jamesville; the wharf at Castle Bay, and the proposed wharf at Shenacadie. Presented May 7, 1914.—*Mr. McKenzie*.....*Not printed.*

272. Copy of all letters, documents and correspondence relating to action by the Government in regard to the relief of the shareholders and depositors of the Farmers Bank, and of the Order in Council appointing Sir William Meredith as Commissioner, and all correspondence in relation thereto. And also, Statement of Affairs, &c., relating to the Farmers Bank of Canada. Presented by Hon. Mr. White, May 8, 1914....*Not printed.*

273. Return to an Order of the House of the 6th April, 1914, for a copy of all letters, telegrams and correspondence received by the Postmaster General in connection with complaints made that the postmaster at Yarmouth North, N.S., had been or is selling stamps outside his jurisdiction. Presented May 8, 1914.—*Mr. Law*.....*Not printed.*

274. Return to an Order of the House of the 9th February, 1914, for a return showing the number of criminals released on parole from the various penitentiaries of the Dominion for the year ending March 31, 1913; the offence for which each prisoner so released was convicted, and showing at the same time whether such offence was a first, second, or subsequent offence. Presented May 8, 1914.—*Mr. Sinclair*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

275. Return to an Order of the House of the 9th March, 1914, for a return showing:—
1. How many acres of public land have been given to railway companies in the Dominion of Canada by the Federal Government from 1878, to the present time?
2. How many acres were granted in each year during the above period of time? Presented May 11, 1914.—*Mr. Tobin* .....*Not printed.*

276. Return to an Order of the House of the 2nd February, 1914, for a return showing the receipts and expenses of the post office at St. Philippe, East, and of the post office at St. Philippe, West, in the parish of St. Philippe de Néri, since the first of June, 1912, to date. Presented May 11, 1914.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

277. Report of the Dominion Wreck Commissioner in the matter of a formal investigation into the causes which led to the British steamer *Saturnia* touching the ground in the Lower Traverse, River St. Lawrence, on Tuesday, April 28, 1914. Presented by Hon. Mr. Hazen, May 12, 1914.....*Printed for sessional papers only*

278. Report of the Dominion Wreck Commissioner in the matter of a formal investiagtion into the causes which led to the stranding of the British steamship *Montfort*, on Beauport Bank, River St. Lawrence, on Tuesday, April 28, 1914. Presented by Hon. Mr. Hazen, May 12, 1914.....*Printed for sessional papers only.*

279. Return to an Address to H's Royal Highness the Governor General of the 2nd February, 1914, for a copy of the Order in Council appointing Arthur Plaunte, Esq., a Commissioner to receive claims against the Atlantic and Lake Superior Railway, the Baie des Chaleurs Railway and the Quebec Oriental Railway, and of the report of said Commissioner and of the statement of claims accepted and those rejected by him, with the reasons therefor, as well as of all correspondence, memorials, petitions and documents, generally bearing on said subject. Presented May 12, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*

279*a*. Supplementary Return to an Address to His Royal Highness the Governor General of the 2nd February, 1914, for a copy of the Order in Council appointing Arthur Plaunte, Esq., a Commissioner to receive claims against the Atlantic and Lake Superior Railway, the Baie des Chaleurs Railway and the Quebec Oriental Railway and of the report of said Commissioner and of the statement of claims accepted and those rejected by him, with the reasons therefor, as well as of all correspondence, memorials, petitions and documents, generally bearing on said subject. Presented May 22, 1914.—*Mr. Marcil (Bonaventure)* .....*Not printed.*

280 Return to an Order of the House of the 6th April, 1914, for a copy of all correspondence, accounts, indemnities, travelling expenses, &c., from Fraserville to Quebec, and of all other documents relating to the amount of money received each year by His Honour Mr. Justice Ernest Cimon, from 1890 to 1913, as Judge of the Superior Court sitting at Quebec, during the time he was connected with the District of Kamouraska. Presented May 16, 1914.—*Mr. Gauvreau* .....*Not printed.*

281. Report of the delegates appointed by the Government of Canada to attend the "International Purity Congress," held in the city of Minneapolis, Minn., November 7-12, 1913. Presented by Hon. Mr. Borden, May 16, 1914.....*Not printed.*

282. Agreement between the Government and steamship companies for mail carriage between Canadian and European ports.—*(Senate)*.....*Not printed.*

283. Return to an Order of the House of the 15th April, 1914, for a return showing:—
1. How many passengers have been carried over the Intercolonial Railway from St. John to Halifax, and from Halifax to St. John, respectively, under the agreement made on the 30th September, 1913, between the Canadian Government Railways by F. P. Gutelius, General Manager and the Canadian Pacific Railway Comapny, by G. M. Bosworth, General Traffic Manager, from the 15th November, 1913, when the said agreement went into effect, to the 31st March last?
2. How many tons of freight of each of the classes mentioned in said agreement have been carried each way over the Intercolonial Railway between St. John and Halifax, under said agreement during said period?
3. What have been the total earnings by the Intercolonial Railway under said agreement up to the 31st March last, for passengers and freight carried, respectively?
4. What amount has been paid to or earned by the Canadian Pacific Railway for car hire under said agreement?
5. What number of empty cars of the Canadian Pacific Railway Company have been hauled by the Intercolonial Railway free under said agreement, and what has been the cost of such haulage?
6. What would have been the total amount paid by the Canadian Pacific Railway Company to the Intercolonial Railway, under the tariff prevailing at the time of the making of said agreement, for the passengers and the freight so carried, respectively?
7. Whether the said agreement has been submitted, as promised by the Government, to the Board of Railway Commissioners by the Minister of Railways for the purpose of having the Board determine as to whether or not said agreement is discriminatory against the port of St. John. If not, why was it not so submitted?

CONTENTS OF VOLUME 28—*Continued.*

8. If it is the intention of the Minister of Railways to renew the said agreement, or to put in force a similar agreement, during the next Winter Port season.

9. What agreement the Government intends to make as to the Atlantic termini of the fast Atlantic mail steamers for the winter of 1914-1915. Presented May 22, 1914.—*Mr. Pugsley* ..... *Not printed.*

284. Return to an Order of the Senate dated 15th May, 1914:—

1. How many judges have been retired since 1880?
2. What are their names?
3. What salary did they receive in each case?
4. How many years did they serve in each case?
5. What was the reason given for their retirement?
6. How much did they receive for retirement allowance each year in each case?

Ordered, that the same do lie on the table, and it is as follows.—(*Senate*).

Not printed.

285. Return to an Address to His Royal Highness the Governor General of the 9th March, 1914, for a copy of all petitions, letters, telegrams and documents by any and all parties to and by the Department of Railways and Canals, or any other Department of the Government, with reference to the Southampton Railway Company, also of all reports of engineers and recommendations regarding a subsidy to the said railway, and of all Orders in Council granting same, and of all other documents and memoranda in the possession of the Department of Railways and Canals or other Departments of the Government regarding the said railway. Presented May 27, 1914.—*Mr. Carvell.*

Not printed.

286. Return to an Order of the House of the 2nd February, 1914, for a copy of all correspondence, papers, documents, contracts, &c., between the Government of Canada and any company, firm or individuals from May 1, 1913, to December 1, 1913, referring to the establishment of a subsidized steamship service between Canada and the British West Indies. Presented May 27, 1914.—*Mr. Maclean (Halifax)* ..... *Not printed.*

287. Return to an Order of the House of the 4th May, 1914, for a copy of all papers, letters, telegrams, accounts and receipts concerning advances made to the Montagnais Band of Indians through the agency of Seven Islands, Quebec. Presented May 29, 1914.—*Mr. Lemieux* ..... *Not printed.*

288. Return to an Order of the House of the 11th May, 1914, for a copy of all papers, letters, telegrams, accounts and receipts, concerning advances or payments made by the Government to Newton Wesley Rowell, K.C., for legal services in connection with the Oko Indian litigation. Presented May 29, 1914.—*Mr. Sharpe (Ontario)* ..... *Not printed.*

288a. Return to an Order of the House of the 6th May, 1914, for a return showing:—

1. Whether the Government paid Newton Wesley Rowell, K.C., any sums of money for legal services during the past fifteen years?
2. If so, the amounts and when?
3. Whether the Government paid the firm of which Mr. Rowell is the senior partner any sums of money for legal services?
4. If so, the amounts and in what years? Presented May 29, 1914.—*Mr. Sharpe (Ontario)* ..... *Not printed.*

289. Return to an Order of the House of the 20th April, 1914, for a return showing:—

1. The date of the incorporation of the Canadian National Bureau of Breeding, Limited, with the names, addresses and occupations of the charter members of said Company.
2. The amount of capital of the Company and the number of shares into which it is divided.
3. The number of shares taken from the commencement of the Company up to the date of the return.
4. The amount of calls made on each share, the total amount of calls received, the total amount of calls unpaid, and the total number of shares forfeited.
5. The names, addresses and occupations of the persons who have ceased to be members within the twelve months next preceding, and the number of shares held by each of them.
6. The amount of money paid to said Company by the Government in each year since incorporation. Presented May 29, 1914.—*Mr. Sutherland* ..... *Not printed.*

290. Return to an Order of the House of the 9th February, 1914, for a copy of all reports made by the inspectors of agents for placing farm labourers and domestic servants in Canada during the calendar years 1912 and 1913. Presented May 29, 1914.—*Mr. Sutherland.*

Not printed.

291. Return to an Order of the House of the 2nd March, 1914, for a return showing all the buildings, houses, offices and immoveables, occupied by the Federal Government in Montreal, for the use of the various Departments and services of each branch of the administration, together with the following information in each case; for what Department and for what service; where situated, street and number thereof; whether Government property or under lease; in the latter case, the length of lease, the rent per annum and also the other charges that may be imposed upon the Government. Presented June 4, 1914.—*Mr. Wilson (Laval)* ..... *Not printed.*

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292. Return to an Order of the House of the 4th May, 1914, for a copy of all correspondence exchanged by and with the Department of Public Works or the Post Office Department, relating to an application or applications for a post office building at the town of Melville, Province of Saskatchewan. Presented June 4, 1914.—*Mr. MacNutt.*
Not printed.

293. Memorandum, correspondence, estimates of cost, &c., in connection with the construction of the Grand Trunk Pacific Railway—Mountain Section. Presented by Hon. Mr. Borden, June 4, 1914.....*Not printed.*

294. Return to an Order of the House of the 4th February, 1914, for a return showing the names and addresses of the people with whom pure bred animals have been placed by the Department of Agriculture, the breed in each case, and the conditions on which these animals were placed. Presented June 5, 1914.—*Mr. Kay*.....*Not printed.*

295. Return to an Order of the House of the 30th March, 1914, for a copy of all correspondence, telegrams, instructions, accounts, vouchers and other papers and documents relating to the purchase of live stock in the Maritime Provinces by one Howard Corning of Yarmouth, N.S., during the period of his employment; also a copy of the appointment of the said Howard Corning and of all correspondence, complaints and other documents relating to the dismissal of the said Howard Corning, if he has been dismissed or retired from the service, together with a copy of all recommendations, correspondence and other papers relating to the appointment of the said Howard Corning's successor. Presented June 5, 1914.—*Mr. Sinclair* .....*Not printed.*

296. Return to an Order of the House of the 19th March, 1914, for a return showing:—
1. How many pure bred stallions and bulls have been purchased by the Department of Agriculture for the use of settlers in the Provinces of Manitoba, Saskatchewan and Alberta since the first of January, 1912, to date.?
2. Where these animals were purchased, and from whom; and also the price paid for them respectively. Presented June 5, 1914.—*Mr. Douglas*.....*Not printed.*

297. Return to an Order of the House of the 9th February, 1914, for a copy of all correspondence, including letters, telegrams and accounts, regarding the purchase and disposal during year 1913, of all horses, cattle, sheep and swine for the Department of Agriculture, Province of Quebec for Experimental Farms, or for the improvement of stock, together with a return showing the commission and fees paid, and to whom paid, for and on account of said purchases. Presented June 8, 1914.—*Mr. Robb*....*Not printed.*

298. Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of all arrangements made between the Government and the various Provinces under the Agricultural Instruction Act. Presented June 10, 1914.—*Sir Wilfrid Laurier* .....*Not printed.*

299. Partial Return to an Address to His Royal Highness the Governor General of the 4th March, 1914, for a copy of all correspondence, telegrams, petitions, Orders in Council, and other papers and documents, relating to subventions or assistance given, or to be given, by the Department of Marine and Fisheries or the Department of Agriculture to firms or joint stock companies, or persons operating cold storage plants for the preservation of fish products in Nova Scotia during the years 1908, 1909, 1910, 1911, 1912 and 1913, excluding such correspondence, &c., as relates to companies known as Fishermen's Bait Association. Presented June 10, 1914.—*Mr. Sinclair*.....*Not printed.*

300. Copy of Order in Council No. P.C. 1386, of the 29th May, 1914, concerning the regulations governing the Radiotelegraph administration. Presented by Hon. Mr. Hazen, June 11, 1914 .....*Not printed.*

300*a*. Copy of regulations governing Radiotelegraphy promulgated under section 11, Radiotelegraph Act, 1913. Presented by Hon. Mr. Hazen, June 11, 1914.....*Not printed.*

301. Return to an Order of the House of the 27th April, 1914, for a copy of all letters, tenders, telegrams, plans, specifications and other documents in regard to the construction of the new ice breaker by the Canadian Vickers Company of Montreal. Presented June 11, 1914.—*Mr. Macdonald* .....*Not printed.*

302. Return to an Address to His Royal Highness the Governor General of the 16th March, 1914, for a copy of all petitions, letters, affidavits, telegrams and documents to and by the Department of Justice, or any oaher Department of Government, on behalf of or in reference to Wm. J. Kelley, a prisoner in the United States federal prison at Atlanta, Ga., and of all the letters, telegrams and other memoranda between the Department of Justice, or any other Department of the Government, and the British Ambassador at Washington, or the Government of the United States, regarding the imprisonment and proposed liberation of the said Wm. J. Kelley. Presented June 12, 1914.—*Mr. Carvell.*
Not printed.

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR FROM APRIL 1, 1912, TO MARCH 31, 1913

Submitted in accordance with the provisions of the Revised Statutes of Canada, 1906, Chapter 35, Section 33.

PRINTED BY ORDER OF PARLIAMENT.

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1914

[No. 20—1914.]

To Field Marshal, His Royal Highness Prince Arthur William Patrick Albert, *Duke of Connaught and of Strathearn, and Earl of Sussex, in the Peerage of the United Kingdom, Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of St. Patrick; one of His Majesty's Most Honourable Privy Council; First and Principal Knight Grand Cross and Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.*

May it Please Your Royal Highness,—

The undersigned has the honour to present to Your Royal Highness the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1912, to March 31, 1913.

F. COCHRANE,
Minister of Railways and Canals.

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REPORT

OF THE

DEPUTY MINISTER OF RAILWAYS AND CANALS

FOR THE YEAR ENDING MARCH 31, 1913

To the Honourable F. Cochrane,
Minister of Railways and Canals.

Sir,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal period of twelve months ended March 31, 1913.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department are given in appendices. These include the report of the Government Railways' Managing Board; the report of the Government Chief Engineer of the western division of the Transcontinental Railway; the report of the Chairman of the Quebec Bridge Engineers' Board; and the report of the Chief Engineer of the Department.

In Part I, will be found statements of the accountant of the department, showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the government railways; also a statement showing payments made, year by year, to subsidized railways, with the aggregates of such payments.

In Part II are the statements of the Departmental Solicitor of the contracts and agreements entered into during the year.

GENERAL SUMMARY.

During the twelve months of the past fiscal year 1912-13, the expenditures made by or through the department on its several works of operation, maintenance and construction, both railway and canal, and in furtherance by subsidy, under specific votes granted by Parliament, of railway enterprises in various parts of Canada other than the Government roads, also the revenue derived from the Government works, aggregate as follows:—

The total railway expenditure amounted to $36,689,539.55, of which $18,888,794.06 was charged to capital, $12,504,425.65 to revenue, and $5,296,319.84 to income.

The railway expenditure on capital account included $2,391,987.53 for the Intercolonial Railway, $103,001.03 for the Prince Edward Island Railway, $13,766,916.39 for the eastern division (from Moncton to Winnipeg) of the National Transcontinental Railway, which is in course of construction by a board of commissioners, $1,099,063.15 for the Hudson Bay Railway, and $1,512,825.96 for the Quebec bridge.

The railway expenditure on income included a total of $4,935,507.35 paid as subsidies to railways other than the Government roads, and $224,472.19 for the Board of Railway Commissioners for Canada.

The expenditure on the Intercolonial Railway amounted to $14,371,970.22, namely, $2,391,987.53 on capital account, and on revenue account (working expenses) $11,979,-982.69. On the maintenance of the Windsor Branch the expenditure was $29,970.62. charged to revenue account.

On the Prince Edward Island Railway, the total expenditure was $592,973.37, of which $103,001,03 was charged to capital, and $489,972.34 to revenue.

The expenditure on canals aggregated $3,852,999.35; of which $2,259,257.45 was chargeable to capital account, $331,987.21 to income, $703,285.32 for staff, and $558,-469.37 for repairs, the last two amounts being charged to revenue.

Adding to the above for miscellaneous expenditures common to both branches, the sum of $9,338.17, the total expenditure for the year on railways and canals was $40,551,877.07.

The total revenue derived from the government railway and canal works was $12,749,771.12, of which the railways produced $12,442,203.46, and the canals $307,567.66,* the sum of $228,227.28 being derived from hydraulic rents.

The total government expenditure on railways prior to and since Confederation (July 1, 1867) up to March 31, 1913, amounts, on capital account, to $304,015,587.52, including expenditure on the Quebec bridge, and also the sum of $25,000,000 granted to the Canadian Pacific Railway Company for its main line; also the amount, $660,683.09, expended on the Annapolis and Digby Railway. In addition, there has been expended from the consolidated fund a total of $244,071,325.68, covering the operating expenses of the government roads, and $48,529,915.92 subsidies other than the main line of the Canadian Pacific Railway, making a total expenditure of $548,086,913.20. Of this amount, the sum of $13,881,460.65 was expended prior to Confederation, namely, on the construction of portions of what is now the Intercolonial Railway system, $10,766,725.54, and on the construction of the Prince Edward Island Railway, $3,114,735.11.

* Under the authority of an order in council, dated June 22, 1905, the system of charging tolls for the passage of vessels and goods was abolished on all the canals of the Dominion. Records, however, are kept for statistical purposes, and the compilation of the resultant figures is given in a separate report issued by the department.

The total government expenditure on canals prior to and since July 1, 1867, to March 31, 1913, amounts on capital account to $104,152,119.42, of which $20,593,866.13 was expended prior to Confederation, and from the consolidated fund, for operation, maintenance and repairs, to $34,155,960.09, making a total of $138,308,079.51.

The total expenditure on the two branches, railways and canals, up to March 31, 1913, is as above, $686,394,992.71; adding to which for general expenditures embracing both, the further sum of $824,988.07, the grand total expenditure amounts to $687,219,980.78.†

The total revenue collected since July 1, 1867, to March 31, 1913, amounts, from the government railways, to $180,882,956.52, and from the canals to $14,949,174.77, making a total of $195,832,131.29.

Details in tabulated form showing the general classes and directions of the above expenditures and revenues will be found in the statements of the accountant of the department, printed in the appendices, Part I herewith.

GOVERNMENT RAILWAYS IN OPERATION.

The government railways are the Intercolonial, the Windsor branch (maintained only and leased for operation), and the Prince Edward Island Railway. They are controlled by a board, 'The Government Railways Managing Board,' appointed under authority of an Order in Council, dated April 20, 1909.

Details respecting these railways and their operation will be found in the appendices, Part III, containing reports from the Government Railways Managing Board, and the officials of these roads.

The Intercolonial Railway operations resulted in a profit of $777,863.74, but this sum at the close of the year was transferred to the Equipment Renewal Account, and was expended as part of the working expense, making their total $11,979,982.69, to which is to be added $4,500 paid under special votes, as compassionate allowances, making the total $11,984,482.69. The total earnings amounted to $11,984,482.69.

The Windsor branch maintenance expenditure amounted to $29,970.62; the government share of the earnings credited to the branch amounted to $68,246.70, leaving a profit of $38,276.08.

The Prince Edward Island Railway working expenses amounted to $489,972.34, its earnings amounted to $389,474.07, the deficit being $100,498.27.

† This amount does not include the annual payment of $119,700 to the provincial government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by 47 Victoria, ch. 8 (1884), nor the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905, on the said sum of $2,394,000, for the line between Ottawa and Quebec, which sum was transferred to the public debt as a liability, and is dealt with by the Finance Department. (*See* Public Accounts, 1893-4, page 10, and 1906, page 79.)

INTERCOLONIAL RAILWAY.

This railway extends from the Atlantic ocean ports of Halifax, St. John, Sydney and North Sydney, to Montreal.

On March 1, 1898, the operations of the Intercolonial, the westerly limit of which previously was Lévis, opposite Quebec, were extended to Montreal, by means of leases obtained from the Grand Trunk and Drummond County railway companies, making an addition of 169·81 miles to the operation of the government line.

The leasing agreement for an undivided half share or interest, made with the Grand Trunk Railway Company, and dated February 1, 1898, was confirmed, with modification, by the Act 62-63 Vic., chap. 5 (1899). It covers the distance between Ste. Rosalie station, and the City of Montreal, with termini in that city, also the Jacques Cartier junction, the Chaudiere bridge and its approaches, and the use of the Victoria bridge over the River St. Lawrence above Montreal. Its term extends for a period of ninety-nine years from March 1, 1898, renewable, in like terms of ninety-nine years each, forever; the annual rental being fixed at $140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County railway from Chaudiere to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern railway from Gibson to Loggieville, 123·67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge, with connected property, 1·33 mile, was surrendered to the government.

In September, 1911, the branch line, 12·52 miles long, from Ferrona junction to Sunny Brae, was acquired and operated, increasing the length of the railway to 1,468·15 miles. 26·09 miles are double-tracked. There are of spur lines 35·8 miles, and of sidings and tracks in yards, 391·43 miles.

FINANCIAL STATEMENTS.

SUSPENSE ACCOUNTS.

The usual financial statements of the comptroller of the railway, which will be found in the appendices, have, this year, been supplemented by certain additional information regarding the 'Suspense Accounts,' authority for which was given by the Act of 1911, chapter 8, in order to make provision for renewals of equipment and rails, and for loss and damage by fire to railway property. There are also added a statement of receipts and expenses, and a cash statement.

These additional statements show the following in regard of the respective accounts.

The 'Renewal of Equipment' account opened the year with a credit of $765,950.44, and, during the year, received increments, including $777,863.74, the profits of the year's operations, bringing its total up to $2,012,955.31. The expenditures made from it amounted to $2,011,615.54, leaving a balance at its credit on March 31, 1913, of $1,339.77.

The 'Rail Renewal' account started the year with a credit of $160,784.80. During the year this amount was increased to $310,787.78, against which the charges aggregated $81,861.26, leaving the amount at its credit on March 31, 1913, $228,926.52.

The 'Fire Renewal' account shows a credit at the beginning of the year of $56,269.40, increased during the year to $116,269.40; against which there was charged $13,506.23, leaving a credit balance on March 31, 1913, of $102,763.17.

CAPITAL ACCOUNT EXPENDITURE.

The expenditure on capital account during the fiscal year ended March 31, 1913, amounted to $2,493,707.53, against which there are credits, including $100,000 in connection with the ballast wharf at St. John, amounting to $101,720, making the expenditure of the year, $2,391,987.53, and bringing the total capital expenditure on the whole railway as amalgamated under the Acts 54-55 Vic., Chap. 50, (1891), and 62-63 Vic., Chaps. 5 and 6 (1899), together with the acquired Canada Eastern Railway, $97,137,807.17.

The principal items charged to capital during the year were as follows (omitting cents): for straightening bridges, $50,299; for increased accommodation at Halifax, $123,245; for locomotive and car shops with equipment and new freight yard and cut-off line at Moncton, $18,764; for Sydney Mines diversion, $128,197; for diversion at Chatham and branch to wharf, $114,927; for increased accommodation at Campbellton, $126,290; for office buildings at Moncton, $36,424; for increased accommodation at Truro, $146,721; for increased accommodation along the line, $68,700; for rolling stock, $400,000; for improvements at Point Tupper, $93,000; for increased accommodation at Ste. Flavie, $26,386; for surveys and inspections, $32,997; for increased accommodation at St. John, $34,774; for docks and wharfs at Halifax, $351,385; to the Halifax and Eastern Railway Company for plans, surveys, &c., taken over by the government, $85,000; towards the construction of the Dartmouth to Deans railway, $539,791; to pay claim of E. A. Wallberg, for work done under contracts, $45,578.

REVENUE ACCOUNT EXPENDITURE.

The expenditure on revenue account—working expenses—are grouped, as usual, under five main heads, each divided into a number of sub-heads.

These expenditures for the fiscal year ended March 31, 1913, were as follows: maintenance of way and structures, $2,066,664.22, against which is a credit of $8,206.14, for maintaining joint tracks, yards and other facilities, leaving the net

amount, $2,058,458.08; maintenance of equipment, $3,041,672.80; traffic expenses, $230,481.05; transportation expenses, $6,438,297.89; against which is a credit of $59,403.22, for operating joint yards and terminals, leaving the net amount, $6,378,-894.67; general expenses, $270,476.09. The aggregate of the expenditures under these five heads for the year was $11,979,982.69; adding to which $4,500 paid as 'compassionate allowances,' under special votes, the total is $11,984,482.69.

In the above expenditures, there were included the following items, (omitting cents): maintenance of way and structures:—for ties, $243,239; for rails, $180,056; roadway and track, $738,407; removal of snow and ice and sand, $95,873; and buildings, fixtures and grounds, $327,751; maintenance of equipment:—for repairs to locomotives, $788,952; renewals of locomotives, $479,050; for repairs to passenger cars, $296,939; renewals to passenger cars, $239,525; for repairs to freight cars, $655,273; for renewals of freight cars, $359,287. The traffic expenses included, for advertising, $39,780; and for outside agencies, $85,494. The transportation expenses included: for station employees, $775,314; yard conductors and brakemen, $191,297; for yard enginemen, $145,710; for fuel for yard engines, $25,947; for road enginemen, $641,478; for road trainmen, $875,657; and for fuel for road engines, $1,994,892. The general expenses included salaries and expenses of clerks and attendants, $106,711; and pensions, $80,506.

Details of expenditure will be found in the report of the Comptroller, Part III, of the appendices.

GENERAL NOTES.

The gross earnings of the railway for the year amounted to $11,984,482.69, derived as follows:—

The passenger earnings were $3,438,447.32; the freight earnings, $8,028,760.13; the mail and express earnings, $470,866.13, and miscellaneous, $46.409.11. The revenue from transportation was 99·16 per cent of the whole.

The total engine mileage was 10,279,369, the total train mileage was 8,147,819, and the total car mileage 115,787,028.

The gross earnings per mile of railway (1,468·15 miles) were $8,162·98, per engine mile $1.17, per train mile $1.47, and per car mile 10·35 cents.

The expenses per mile of railway were as follows: maintenance of way and structures, $1,402.07; maintenance of equipment, $2,071.77; traffic expenses, $156.99; transportation expenses, $4,344.85; general expenses, $184.23.

The expenses per train mile were: maintenance of way and structures, 25·26 cents; maintenance of equipment, 37·33 cents; traffic expenses, 2·83 cents; transportation expenses, 78·29 cents; general expenses, 3·32 cents.

The ratio of expenses to gross earnings was as follows: maintenance of way and structures, 17·17 per cent; maintenance of equipment, 25·38 per cent; traffic expenses,

1·92 per cent; transportation expenses, 53·23 per cent; and general expenses, 2·26 per cent.

Comparing the earnings for the twelve months ended on March 31, 1912, with the corresponding period ended March 31, 1913, the gross earnings for the latter year show an increase of $1,390,696.85. The passenger traffic produced an increase of $466,142.69; the freight traffic an increase of $1,020,459.64; the mails, express traffic and miscellaneous, a decrease of $50,905.48. The increase per mile of railway was $947.24, and per train mile 4 cents.

The number of passengers carried was 3,763,115, an increase compared with the previous year of 346,562. There was an increase in the number of local passengers of 321,489, and of 25,073 in the number of through passengers.

Of revenue producing freight 5,203,468 tons were carried, an increase, compared with the previous year, of 666,870 tons. The local freight increased 460,884 tons, and the through freight increased 205,986 tons.

Details of the principal items of this freight will be found in the statements of the Comptroller, Appendix III, classified as follows: products of agriculture, 599,-112 tons; animals and their products, also poultry, game and fish, 83,836 tons; products of mines, 1,664,485 tons; products of forest, 1,249,860 tons; manufactures, immigrants' effects, and miscellaneous, 1,606,176 tons.

The rolling stock equipment will be found specifically described in the report of the mechanical accountant in Appendix, Part III. Included in the purchases of the year were 23 locomotives (19 freight and 4 switching) all bought on renewals account, from revenue. Nine of these freight engines, which are of modern type, replaced 25 old small condemned engines. The nine have a tractive power of 343,680 lbs., or 32,860 lbs. in excess of the 25 condemned. The number of locomotives on March 31, 1913, was 390, two less than at the corresponding date of the previous year; their tractive power, however, is greater.

The value of stores on hand at the close of the year was $1,465,157.78, comprising fuel, $140,045.69; roadway and bridge material, $732,902.78, and miscellaneous, $592,-209.31.

COMPARATIVE STATISTICS YEARS 1911-12 AND 1912-13.

In 1911-12 the average tons of freight carried per train, producing revenue, was 256·69 and the number of passengers 62·36; in 1912-13, the average freight tonnage was 272·08, and passengers 65·03.

In 1911-12, the average tons per loaded car, producing revenue, was 17·21, and the number of passengers, 9·46; in 1912-13, the number of tons was 18·00, and of passengers 9·69.

The number of tons per train, all freight, in 1911-12, was 260·66, and in 1912-13, 276·27.

The number of tons per car, all freight, in 1911-12, was 17·47, and in 1912-13, 18·27.

The average distance each ton of freight was carried in 1911-12 was 266·23 miles, and in 1912-13 the average distance was 269·53 miles. The average distances passengers were carried in those years were 49·20 miles and 51·72 miles respectively.

The average number of loaded cars per train in 1911-12, was 14·92 cars of freight, and 6·59 cars of passengers; in 1912-13 the number of freight cars per train was 15·12, and of passengers, 6·71.

The average number of empty cars per train in 1911-12, was 2·48, and in 1912-13, 2·52.

In 1911-12 the average of train miles per mile of road was, for freight trains, 3,204·83, and for passenger, 1,836·19; in 1912-13 these figures were, respectively, 3,510·99 and 2,038·73.

In 1911-12 the average per mile of road of revenue producing freight carried one mile was 822,661·67 tons, and passengers, 114,504·66; in 1912-13 the figures were,—freight, 955,261·74 tons, and passengers, 132,569·36.

The number of tons all freight, per mile of road carried one mile in 1911-12, was 835,387·31, and in 1912-13, 969,998·91.

The train mileage in 1911-12 was: passenger, 2,695,802 miles; freight, 4,705,173 miles; in 1912-13, passenger, 2,993,156 miles; freight, 5,154,663 miles.

The loaded car mileage in 1911-12 was, 70,193,524 miles, and in 1912-13, 77,932,195 miles.

The empty car mileage in 1911-12, was 11,667,392 miles, and in 1912-13, 12,978,505 miles.

The caboose car mileage in 1911-12, was 4,379,112 miles, and in 1912-13, 4,792,595 miles.

The total car mileage of 1911-12, was: passenger, 17,761,983 miles, and freight, 86,240,028 miles; in 1912-13, the figures were, passenger, 20,083,733, and freight, 95,703,295.

The total freight moved in 1911-12, was: 4,689,655 tons; of this quantity 4,536,599 tons were revenue producing. In 1912-13 the total freight moved was 5,372,938 tons, of which 5,203,442 tons were revenue producing.

Repairs to passenger cars cost, per car, in 1911-12, $642.63, or per car mile, 1·66 cents; and in 1912-13, $623.93, or per car mile, 1·48 cents.

Repairs to freight cars cost, per car, in 1911-12, $51.22, or per car mile, ·74 of a cent; and in 1912-13, $32.85, or per car mile, ·68 of a cent.

Repairs to locomotives cost, per locomotive, in 1911-12, $1,799.20, or per locomotive mile, 7·56 cents; and in 1912-13, $2,062.62, or per locomotive mile, 7·68 cents.

WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction on the Intercolonial railway, to Windsor.

The railway is operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the government taking the remaining one-third, and assuming all cost of maintenance of the road and works. This arrangement is carried out under an agreement dated December 13, 1892, which extends for a further term of twenty-one years, arrangements similar to those made in 1871.

This agreement will expire on December 31, 1913.

All charges for superintendence and supervision of maintenance of work are borne by the government; the duty of supervision is performed by the chief officers of the Intercolonial railway.

The gross government receipts for the twelve months ended on March 31, 1913, amounted to $68,246.70, a decrease compared with the previous year of $4,929.90. The decrease was in freight traffic, the passenger traffic having increased. The cost of maintenance was $29,970.62, leaving the net government earnings $38,276.08.

PRINCE EDWARD ISLAND RAILWAY.

This is a narrow gauge railway, 3 feet 6 inches. It extends from Tignish to Georgetown, 158·60 miles, and from Charlottetown to Murray Harbour, 52·30 miles, with branches to Souris and Cape Traverse. The length of the road operated was the same as in the previous year, 267·5 miles, together with another branch from Harmony to Elmira, 9·9 miles, completed and opened to traffic in November, 1912. By the addition of this branch the length of the railway was increased to 277·4 miles.

CAPITAL ACCOUNT.

There was an addition of $103,001.03 to the expenditure on capital account during the year ended on March 31, 1913, making the total capital expenditure $8,790,728.41. The principal item was for the branch line from Harmony to Elmira, $66,146.15.

REVENUE ACCOUNT.

The gross earnings amounted to $389,474.07 and the working expenses to $489,972.34, leaving a deficiency of $100,498.27. Compared with the previous year there was an increase of $22,270.68 in the gross earnings and an increase of $40,009.43 in the working expenses.

The expenditure on revenue account (working expenses) is classified, as on the Intercolonial, under five heads, with their several sub-heads. It is comprised in the following:—Maintenance of way and structures, $135,434.58; maintenance of equip-

ment, $86,656.33; traffic expenses, $1,113.36; transportation expenses, $251,186.09; and general expenses, $15,581.98.

The number of passengers carried was 433,888, an increase compared with the previous year of 45,812, and this traffic produced $171,348.57, an increase of $18,064.15. Of freight, 122,784 tons were carried, an increase of 2,566 tons. The freight earnings amounted to $180,347.31, an increase of $3,485.63. The earnings from mails and sundries amounted to $37,778.19, an increase of $720.90.

The freight carried was: agricultural products, 38,489 tons; animals, poultry, fish, and their products, 13,538 tons; products of mines, 16,359 tons; products of forests, 14,562 tons; manufactures, household goods and furniture, 14,562 tons; miscellaneous, 30,613 tons.

The engine mileage was 442,497 miles; the train mileage 361,714 miles; and the car mileage 2,334,635 miles.

The gross earnings per mile of railway amounted to $1,442.50; per engine mile, to 88·02 cents; per train mile, to 107·67 cents; and per car mile, to 16·68 cents.

The working expenses per mile of railway aggregated $1,814.71, and per train mile, 135·46 cents.

The value of stores on hand on March 31, 1913, was $71,846.54, comprised in fuel, $19,046.59; roadway and bridge material, $16,573.34; and miscellaneous, $36,226.61.

The road, buildings, and rolling stock are all in a satisfactory condition.

Details will be found in the report of the superintendent of the railway and in the reports of other officers therewith, in the appendices, Part III.

GOVERNMENT RAILWAYS PROVIDENT FUND.

The Act of 1907, chap. 22, establishing a fund to be known as 'The Intercolonial and Prince Edward Island Railway Employees' Provident Fund,' came into effect on April 1, 1907. The main feature is that a contribution of 1½ per cent of each month's salary and wages is made by each employee to the fund, to which a like amount is added by the railway to the limit of $100,000 a year. Interest at 3 per cent per annum is allowed on the employee's contribution. On retirement, after a certain length of service, the employee will receive for the rest of his life a monthly allowance for each year of his service, equal to 1½ per cent of his average monthly salary or wages for the preceding eight years; the minimum allowance to be $20 a month, and the maximum two-thirds of his said average monthly pay. In the event of the death of a contributor to the fund while still in the service, his widow, children or relatives may be paid a sum equal to ninety per cent of his total contributions. The fund is administered by a board of five persons, three of whom are officers of the railway, the remaining two being elected annually by the contributing employees. The Act was amended by the Act of 1908, chap. 37, and again by the Act of 1909, chap. 20. Under

this last, the Government Railways Managing Board nominates one of its members as chairman of the Provident Board.

The sixth annual report of the board, which is printed in Appendix III hereto, shows that at the beginning of the fiscal year, April 1, 1912, there was a balance to the credit of the fund of $304,234.71, and that during the past fiscal year the contributions of the railway employees amounted to $85,365.23. Adding to this a like contribution from the government railways, and the sum of $2,146 for refunds, etc., together with interest accrued, $9,350.20, the total of the fund for the year aggregated $491,461.37. The total expenditure during the year was $145,432.80, of which $133,539.69 was paid out in retiring allowances, and for contributions refunded, a total of $3,361.59, leaving at the credit of the fund on March 31, 1913, the sum of $346,028.57.

In the course of the year 63 employees were retired and pensioned, and 36 pensioners died.

During the six years that the system has been in operation the total contributions by employees amount to $465,745.31, and a like sum being added by the railways, makes the total $931,490.62. During this period, 541 employees have been pensioned, of whom 127 have died, leaving 414 in enjoyment of their allowances at the close of the fiscal year 1913. The total paid out for retiring allowances is $571,294.22.

HUDSON BAY RAILWAY.

During the past fiscal year, closed on March 31, 1913, the location of the railway to Port Nelson, at the mouth of the River Nelson, Hudson Bay, was completed. The line will recross to the left bank of the river at Kettle rapids; the bridge at this point will be about 1,000 feet in length, with a span of about 650 feet over the main channel.

The work of construction for the first 185 miles, from The Pas to Thicket Portage, was placed under contract in August, 1911. Grading has been practically completed up to mile 70, and supplies for the balance of the work have been brought in, and it is expected that the whole 185 miles will be ready for the track by the spring of 1914. The substructure for the bridge over the River Saskatchewan at The Pas was completed in March, 1912, and the superstructure was nearly completed at the close of the year. This bridge consists of four fixed spans, and one swing span.

A contract for a further distance of 68 miles, from Thicket Portage to Split Lake Junction, was let on September 20, 1912, and a third contract covering the distance, 165 miles, from Split Lake Junction to Port Nelson, on December 17, 1912. The total distance is 418 miles.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a com-

pany incorporated by the Act of 1903, chap. 122, have undertaken certain obligations in respect of the construction and operation of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean. The railway is composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the western division, between Winnipeg and the Pacific ocean. The eastern division is being constructed by the government under commissioners appointed by the Governor in Council, and on completion is to be leased to and maintained and operated by the company, who undertake to construct, at their own cost and to maintain and operate, the western division. The lease of the eastern division is to be for a period of 50 years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped by the company, the first equipment to be of a value not less than $20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction; this amount is not to exceed $13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky Mountains (such limit to be established by the Chief Engineer of the company and the Chief Engineer of the government, as the result of actual surveys). This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chapter 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905, between the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the 'Lake Superior Branch.'

Payments from the proceeds of the bonds of the company for work done, etc., on the western division, are made from time to time on certificates given by the government Chief Engineer of this division, showing approved expenditures.

By the Act of 1909, chap. 19, authority was given for aiding in the completion of the construction of the 'prairie' section by a loan to the company of $10,000,000, to be secured, as collateral, subject to any prior lien, by a mortgage on the 'prairie' section of their road; such loan to bear interest at the rate of 4 per cent per annum, and to be repayable in ten years.

This loan, which is dealt with by the Finance Department, was duly made; the mortgage deed being dated May 22, 1909.

The several government expenditures (on the eastern division) to be made under the above-mentioned Acts and agreements are to be so made from appropriations by parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly.

The Board of Commissioners are required to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to parliament.

The headquarters of the board are in the city of Ottawa.

Under authority of the Act of 1912, chap. 37, the time for the completion of the Prairie section was extended to December 1, 1912, and of the Mountain section to May 1, 1914. Under authority of the Act of 1913, chap. 34, the time for the completion of the Prairie section has been further extended to December 1, 1913.

By the Act of 1912, chap 39, the construction of the Eastern division, and its operation, until completed and leased to the Grand Trunk Pacific Railway Company, was placed under the charge and control of one commissioner (in place of four) to be appointed by the Governor in Council, and to hold office during pleasure. By an order in council, dated April 4, 1912, Mr. R. W. Leonard, C.E., the Chairman of the Commission as then existing, was appointed as such commissioner.

The report of the board for the fiscal year ended March 31, 1913, has been prepared, and will be laid before parliament in due course.

The following summary shows the position at the close of the year.

EASTERN DIVISION.

(Moncton to Winnipeg.)

The total mileage from Moncton, N.B., to the west side of Water street, Winnipeg, is, approximately, 1,804·2 miles.

Of this mileage, up to March, 1913, 1,739 miles were graded, and the track was laid in the main line for a distance of 1,720·36, together with 384·73 miles of sidings, yards and double-track, making a total of 2,105·09 miles. The bridges were completed to the extent of 89·5 per cent.

The total expenditures by the Commissioners during the fiscal year ended March 31, 1913, on the entire eastern division, amounted to $13,729,461.44, making their

total expenditure from the date of their organization in September, 1904, to that date, $130,247,152.95.

Detail summaries of this expenditure are furnished by the Chief Accountant of the Commission. They show the total for the past fiscal year to be made up as follows:—Headquarters, $190,983.55; construction, $13,511,637.77; and transport. $26,840.12.

The total expenditure from September, 1904, to March 31, 1913, was as follows:—Construction, $124,120,798.61; location, $2,943,328.85; transport, $1,244,053.77; and headquarters, $1,938,971.72.

The statement of the accountant of the department (Part I, of the appendices hereto) shows the expenditure on the eastern division for the year ended March 31, 1913, to be $13,766,916.39, and the total expenditure on this division up to that date $130,300,684.92, the expenditures yearly being as follows:—

1904	$ 6,249 40
1905	778,491 28
1906	1,841,269 95
1907	5,537,867 50
1908	18,910,449 41
1909	24,892,422 68
1910	19,968,126 86
1911	23,488,208 40
1912	21,110,683 05
1913	13,766,916 39
Total	$130,300,684 92

The section of the railway from Moncton to Edmundston, 230 miles, has been operated from November 20, 1912, to the close of the year, a tri-weekly service being afforded. The necessary rolling stock was leased, with the exception of a snow-plough purchased. The results of this operation are shown in a statement of the Chief Accountant of the Commission to have been as follows:—

Total expenditure, $46,163.30; earnings, $13,557.76; deficit, $32,605.54. Against this deficit, however, there is the value of the equipment purchased, $7,000 and stores, $3,006.95, a total of $10,016.33.

WESTERN DIVISION.

The western division extends from the western boundary of the Winnipeg terminals on the east bank of the River Assiniboine, in the city of Winnipeg, to the newly founded city of Prince Rupert, on the Pacific coast, a distance of 1,745 miles.

It is divided into two sections, namely, the 'Prairie Section,' extending from Winnipeg to the east bank of Wolf Creek—a point 120 miles west of Edmonton, the

capital of the province of Alberta—a distance of 915 miles, and the 'Mountain Section,' which extends from the east bank of Wolf Creek to Prince Rupert, a distance of 830 miles.

This division is in course of construction by the Grand Trunk Pacific Railway Company, under the government guarantee agreements above mentioned, and the Government Chief Engineer of the Division, on whose certificates payments are made to the company, is Mr. Collingwood Schreiber, C.M.G., whose report, showing the position of the work at the close of the fiscal year, March 31, 1913, will be found printed in the appendices hereto, Part IV.

Of this, the following is a brief summary:—

'PRAIRIE SECTION.'

Though not fully completed according to contract, the whole road from Winnipeg to Wolf Creek has been regularly operated for public traffic during the past, as during the previous year. The work done has been principally work of maintenance and repair.

On this section the maximum grade against eastbound traffic is four-tenths of one per cent, and against westbound traffic five-tenths of one per cent.

On this section there are 142 stations, 114 way-station houses, 5 divisional station houses, 132 grain elevators, and 44 stock yards, besides numerous other buildings directly connected with the operation of the road.

'MOUNTAIN SECTION.'

On this section the track is laid for a distance of 210 miles from Wolf Creek westerly to the crossing of the River Rau Shuswap, and the road for this distance is being operated by regular traffic trains. Twenty-two way stations, and two divisional stations, together with round-houses, machine shops and a number of other structures have been provided.

From mile 210 to mile 245—Goat River crossing—the grading and the wooden bridges are about 95 per cent completed. The steel bridges over the rivers Rau Shuswap and Goat were not completed at the close of the year.

From mile 245 to mile 275—the second crossing of the River Fraser—about 48 per cent of the grading is done, exclusive of a tunnel 2,200 feet long, in driving which difficulty is experienced owing to the character of the material; a temporary line has been constructed round it.

From mile 275 to mile 362—Fort George—the clearing of the right-of-way is far advanced, and a small amount of grading has been done.

From mile 362 to mile 500—Burns lake—the clearing has been practically completed, but no grading has been done.

From mile 500 to mile 570—Bulky Summit—the clearing has been completed and about 35 per cent of the grading done.

From mile 570 to mile 632—the crossing of Boulder creek—the grading is practically completed.

From mile 632 to mile 830—zero on the Grand Trunk Pacific Railway wharf at Prince Rupert—the grading, bridging and tracklaying are practically completed, 22 way stations and one divisional station, together with other buildings have been provided, and trains for public traffic are operated over the road from mile 649—New Hazelton to Prince Rupert, a distance of 181 miles. The progress made on this section has been retarded, owing to difficulty in procuring labour and to the unusually light fall of snow in the Rocky Mountains, which resulted in a rapid subsidence of the River Fraser waters, putting the steamers, built by the contractors for service between Tête Jaune Cache and Fort George, out of commission after three weeks, instead of being available for several months.

TOTAL EXPENDITURE.

The expenditure, up to March 31, 1913, amounted, on the 'Prairie Section,' to $35,894,376.91, and, on the 'Mountain Section,' as certified, to $50,232,556.34, making a total of $86,126,933.25.

QUEBEC BRIDGE.

On August 29, 1907, the cantilever bridge in course of construction by the Quebec Bridge and Railway Company (originally commenced under a subsidy of $1,000,000 authorized by the Act of 1899, chapter 7, and a subsidy agreement, dated November 12, 1900), collapsed.

Under the terms of an agreement with the company, dated October 19, 1903, ratified by the Act of 1903, chapter 54, the government had undertaken to guarantee the principal and interest of the bonds or other securities of the company to the limit of $6,678,200, the company releasing claim to the balance remaining unpaid of the said subsidy, such guarantee to be secured by mortgage on the company's franchises, tolls and property. On February 1, 1904, a mortgage trust deed was executed, conveying to the Royal Trust Company (Montreal) as trustees, all the property and franchises of the company, and providing for the issue of bonds accordingly.

It was provided in this agreement that the government should have the right at any time, on one month's notice, to take over the company's undertaking, assets, property and franchises, on paying the shareholders the amount of their stock at par, not exceeding $265,585.70, with simple interest at 5 per cent and a premium of 10 per cent on the par value of the paid-up shares.

Of the said subsidy of $1,000,000, there had been paid to the company a total of $374,353.33 prior to the execution of above agreement; and, subsequent to its execu-

tion, payments were made from the proceeds of their bonds to the extent of $5,016,-453·66 (on certificates of the government engineer covering work done and materials delivered.*

After the collapse of the bridge, the right of the government to take over the company's undertaking was exercised under the authority of an order in council of August 17, 1908. The date of assumption was December 1, 1908. The total of the amounts paid by the government to the several shareholders for their shares was $355,279.07, payment being made to the parties concerned in November, 1908. The deed of assignment and transfer from the company to the government was dated October 18, 1909.

Under authority of an order in council of August 17, 1908, a board of three engineers was constituted for preparation of a new design and specifications, and for the reconstruction of the bridge, with powers to call in expert engineers as advisers on points of difference that might arise.

Towards the close of the year, 1909, such progress had been made that newspaper notice was given in November of that year, inviting contractors to visit the office of the board in order to obtain information to enable them to prepare offers for the superstructure, on the board's plans and specifications; intending contractors being, however, invited to submit alternative designs.

In June, 1910, the formal call for tenders was made by newspaper advertisement. In response, 35 different propositions were submitted, which were duly considered by the board, who, finally, after calling in advisory engineers, recommended the acceptance of an alternative design sent in by the St. Lawrence Bridge Company (with whom are associated the Dominion Bridge Company and the Canadian Bridge Company). This design the board considered to possess certain features of strength, simplification of erection, economical distribution of material, and general appearance which, in their opinion, would produce a bridge that 'would compare most favourably with the highest type of long-span bridges in existence.' By an order in council of March 31, 1911, authority was given for entrance into contract with the conjoined companies named, and such contract was executed under date April 4, 1911. The contract price is 9·02 cents a ton, and will aggregate about $8,650,000, a saving of about $2,600,000, having been effected by the elimination of the highways for vehicular traffic contemplated in the original design; the contract date for completion is December 31, 1915.

The bridge when constructed will have a total length of 3,228 feet, or about three-fifths of a mile. The centre span will be 1,800 feet long; the length of the suspended portion of it will be 640 feet. This span will, for a length of 760 feet over the channel of the river, have a height of 150 feet between its lower members and the high water level of the river. The two cantilever arms will each be 580 feet long. The width of the bridge between trusses will be 88 feet. The bridge will comprise a double-track railway, and two sidewalks for foot passengers.

* The history of the government's connection with the bridge prior to its collapse is given in the Departmental Annual Report of 1907-8, p. XLVII.

Under date of January 10, 1910, a contract for the substructure was entered into with Messrs. M. P. and J. T. Davis, whose tender was the lowest of three obtained after newspaper advertisement calling for tenders; and supplementary agreements necessitated by changes in the caisson design and in the location of the north anchor pier, were made with them on May 23, 1910, and September 2, 1911.

The Board of Engineers for reconstruction, as originally constituted, has been modified by retirements and is at present composed as follows:—Charles N. Monsarrat, M. Can. Soc. C.E., chairman and chief engineer; Ralph Mojeski, Am. Soc. C.E., and C. C. Schneider, Can. Soc. C.E., and past president Am. Soc. C.E.

The headquarters of the board are in Montreal.

The report of the board for the year ended on March 31, 1913, will be found printed in the appendices hereto, Part V.

The expenditure during the past fiscal year up to March 31, 1913, was $1,512,825.96, paid out of capital, and making the total capital expenditure $2,343,682.43, adding to which, the expenditure from income, namely, for the year 1908-9, $422,867.12 (in which is included the amount $355,279.07, paid for acquiring the stock of the Quebec Bridge and Railway Company, and $31,765.44, the expenses of the commission of inquiry into the causes of the collapse of the old structure), and for the year 1909-10, $111,782.02, for the preparation of plans, etc., against which there is to be credited the sum of $100,000 paid in 1910 to the government by the Phœnix Bridge Company, the contractors for the original superstructure, in the final adjustment of claims arising out of the collapse, the total net cost to the government up to March 31, 1913, is $2,778,337.57. This is irrespective of the amount of subsidy, $374,353.33 paid to the Quebec Bridge Company as above mentioned.

The report of the board shows that up to March 31, 1913, the caisson for the south main pier had been successfully sunk to bed rock, about 86 feet below the bed of the river, or 102 feet below extreme high water, and had been filled with concrete up to the point from which the granite shaft of the pier will start. Satisfactory foundations for the south anchor pier had been reached.

On the north side of the river, the north intermediate pier supporting the approach spans had been completed, and satisfactory foundations had been obtained for the north anchor pier, and before the close of the season eleven courses of masonry had been laid. The shaft of the north main pier had been carried up to a point two feet below extreme high water.

The Chairman and Chief Engineer states that all the difficult work necessitating caissons and the use of compressed air has been completed, and that the remainder is above high water, will present no problems, and will be carried on much more rapidly.

As to the superstructure, he states that the contractors have constructed a large plant at Rockfield for the fabrication of the requisite steel, and that actual manufacturing was started in February, 1913; it is expected that their shops will be able to turn

out about 2,000 tons of finished steel per month. The removal, under contract, of the unused material of the old bridge has continued, and about one-third of the total quantity has been removed.

The result of tests made under the supervision of the board shows that the members of the bridge as designed are able to develop the strength called for by the specifications.

SUBSIDIZED RAILWAYS.

Information as to subsidized railways is given in the statements of the accountant and the law clerk of the department, respectively, which will be found in the appendices hereto. The accountant's statements show all payments made, year by year, since the beginning of the system of railway subsidies; the law clerk's statement shows the several subsidy agreements entered into during the past year, with certain details of the specification in each case.

The total payments made on subsidy account during the year ended March 31, 1913, amounted to $4,935,507.35.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Edward VII, chap. 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chap. 62), to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an order in council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chap 61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chap. 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chap 31, the board was empowered to determine the maximum price to be charged for electricity developed through water powers leased from the Crown. An Act of 1910, chap 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chap 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chap. 22, gave powers to the board to require from railway companies the establishment of a staff of fire-rangers, modified the previous enactments regarding the disposal of electricity developed through government leased water powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

It is required to make, annually, a report of its proceedings, which report is laid before parliament. The report for the year ended March 31, 1913, has been received, and will be laid before parliament in due course.

CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1913, was $3,852,999.35, comprising $2,250,257.45 charged to capital; $331,987.21 charged to income; $703,285.32 for staff; and $558,469.37 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1912, was $174,312.44. The rentals accrued during the year amounted to $231,913.20, making a total of $406,225.64. Of this amount, there was collected during the year a total, after deducting abatements, $19,607.77, of $228,227.28. The balance remaining due on March 31, 1913, was $158,390.59. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rentals due at the end of each year.

The total revenue collected amounted to $309,072.10, the balance being made up of wharfage dues, fines, etc., and a total of $61,229.70 derived from the operation of the Port Colborne grain elevator on the Welland Canal. Of this amount, refunds were made to the extent of $1,504.44, leaving the net revenue $307,567.66.

No tolls are charged on any of the Dominion canals.

Summaries of these expenditures and receipts will be found in the statements furnished by the accountant of the department, printed in the appendices, Part I, of the present report.

The above figures relate to the fiscal year 1912-13, but very voluminous statistics relating to canal traffic, and various commercial statistics for the season of navigation of the year 1912, will be found in the 'Canal Statistics,' which are issued as a separate report.

The principal facts of these statistics, summarized, are as follows:—

The total traffic through the several canals of the Dominion for the season of 1912 amounted to 47,587,245 tons, an increase of 9,556,892 tons compared with the previous year. 292,267 passengers were carried, a decrease of 12,637.

The following features of the principal canal traffic during the season of 1912 will be of interest:—

On the Welland canal, 2,851,915 tons of freight were moved, an increase of 314,286 tons. Of the total, 1,205,912 tons were agricultural products and 227,684 tons produce of the forest; of coal, 534,201 tons were carried; 2,786,687 tons were through freight, of which 2,008,863 tons passed eastward.

Of the through freight, Canadian vessels carried 1,889,228 tons, an increase of 284,906 tons, and United States vessels 897,459 tons, a decrease of 7,950 tons.

The total through freight passed eastward and westward through this canal to United States ports was 415,756 tons, a decrease of 69,599 tons, compared with the year 1911.

The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 961,855 tons, an increase of 124,931 tons, as compared with the previous year; no transshipments have been made at Ogdensburg since 1903.

On the St. Lawrence canals, 3,477,188 tons were moved, an increase of 371,477 tons, of which 2,518,307 tons were eastbound freight, and 958,881 tons westbound freight; 1,119,567 tons were agricultural products, 1,103,315 tons coal, and 578,760 tons forest products.

On the Ottawa River canals, the total quantity of freight moved was 392,350 tons, an increase of 72,279 tons, of which 226,600 tons were produce of the forest.

On the Chambly canal, 618,415 tons were moved, an increase of 18,586 tons, of which 425,313 tons were produce of the forest, and 120,305 tons of coal.

On the Rideau canal, 160,133 tons were carried, a decrease of 12,094 tons; 28,642 tons being produce of the forest, and 14,666 tons of coal.

On the St. Peter's canal, 74,809 tons were carried, a decrease of 489 tons; 35,543 tons were coal.

On the Murray canal, 170,081 tons passed, an increase of 6,624 tons.

On the Trent canal, 77,150 tons were moved, an increase of 19,860 tons, of which 67,489 tons were produce of the forest.

On the St. Andrew's lock on the Red river, Manitoba, the volume of business was 95,549 tons.*

On the Sault Ste. Marie canal, the total movement of freight was 39,699,655 tons, being an increase of 8,717,946 tons. There were 7,856 passages of vessels, the number of lockages being 6,200. Of wheat, 117,679,934 bushels, and of other grain, 37,116,343 bushels were carried; 2,388,710 barrels of flour; 31,141,063 tons of iron ore; 2,945,441 tons of coal; and 31,982,500 feet, board measure lumber.

The report of the Chief Engineer of the department, and the reports of the officers under his immediate control, which will be found in Part VI of the appendices, give comprehensive information as to the several works under his charge, the principal of which are the Hudson Bay railway, the Trent canal, the new Welland ship canal, and the terminals of the Intercolonial railway near Halifax.

* This work, which consists of a lock and dam on the Red River about 15 miles north of Winnipeg, was built and is operated by the Department of Public Works. It affords communication between Winnipeg and Lake Winnipeg. It is only mentioned here for statistical purposes.

RAILWAY STATISTICS.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1913, is prepared by the Departmental Comptroller of Statistics, and is issued as a separate report.

CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1913 are compiled under the direction of the same officer, and are also issued as a separate report.

I have the honour to be, sir,
Your obedient servant,

A. W. CAMPBELL,
Deputy Minister.

APPENDICES

PART I

STATEMENTS

OF THE

ACCOUNTANT OF THE DEPARTMENT

SHOWING

EXPENDITURE ON RAILWAYS AND CANALS

(Including Subsidized Railways)

AND RECEIPTS

FOR THE YEAR 1912-13

AND PREVIOUS YEARS

General Statement of the Expenditure of the Department of Railways and Canals during the Fiscal Year ending March 31, 1913.

Total Expenditure—as per Statements, pages 35 and 36		$40,551,877 07
Expenditure chargeable to Railways	$29,860,893 75	
" " Railways General	380,312 49	
" " Quebec Bridge	1,512,825 96	
" " Railway subsidies	4,935,507 35	
Total expenditure, Railways		$36,689,539 55
Expenditure chargeable to Canals	$3,688,792 70	
" " Canals General	164,206 65	
Total expenditure, Canals		3,852,999 35
General expenditure	$ 9,338 17	9,338 17
Total expenditure		$40,551,877 07

Classification of Expenditure in General.

Capital Account	$21,148,051 51	
Revenue Account	13,766,180 34	
Income Account	702,137 87	
Consolidated Fund (railway subsidies) Income	4,935,507 35	
Total expenditure during fiscal year		$40,551,877 07

Classification of Expenditure in Detail.

	Railways.		
Capital expenditure—Railways	$17,360,968 10		
" " Railways General	15,000 00		
		$17,375,968 10	
Revenue expenditure—Railways	$12,499,925 65		
" " Railways General	4,500 00		
		12,504,425 65	
Income " Railways General	$360,812 49		360,812 49
	Quebec Bridge.		
Capital expenditure—Quebec Bridge	.....		1,512,825 96
	Railway Subsidies.		
Consolidated Revenue—Railway subsidies	.....		4,935,507 35
Total expenditure on Railways $36,689,539 55			
	Canals.		
Capital expenditure—Canals	$2,255,448 21		
" " Canals General	3,809 24		
		2,259,257 45	
Income " Canals	292,960 26		
" " Canals General	39,026 95		
		331,987 21	
Revenue " Canals Staff	605,248 57		
" " Canals Staff, General	98,036 75		
" " Canals Repairs	535,135 66		
" " Canals Repairs, General	23,333 71		
		1,261,754 69	
Total expenditure on Canals $3,852,999 35			
General expenditure—Income account			9,338 17
Total expenditure			$40,551,877 07

Department of Railways and Canals,
Ottawa, August 1, 1913.

W. C. LITTLE,
Accountant.

GENERAL Statement of the REVENUE RECEIVED by the Department of Railways and Canals during the Fiscal Year ending March 31, 1913.

TOTAL REVENUE RECEIVED		$12,749,771 12
Revenue from Railways	$12,442,203 46	
Revenue from Canals	307,567 66	
Total revenue as above		$12,749,771 12

STATEMENT OF REVENUE RECEIVED, IN DETAIL.

Railways.

Intercolonial Railway	$11,984,482 69	
Windsor Branch Railway	68,246 70	
	$12,052,729 39	
Prince Edward Island Railway	389,474 07	
Total Revenue from Railways		$12,442,203 46

Canals.

Welland Canal	$ 50,873 73	
" Elevator, Port Colborne	60,828 06	
Lachine Canal	144,571 79	
Beauharnois Canal	14,944 89	
Cornwall Canal	10,563 94	
Williamsburg Canal	3,107 30	
Soulanges Canal	3,576 00	
Chambly Canal	711 50	
Carillon and Grenville Canal	576 20	
Rideau Canal	6,098 75	
Trent Canal	10,866 51	
St. Peters Canal	2 00	
Sault Ste. Marie Canal	513 49	
Murray Canal	200 00	
Ste. Anne's Lock Canal	152 00	
Chats Falls Canal	1 00	
	$307,590 16	
Less refunds, St. Peters Canal	22 50	
		307,567 66
Total Revenue received		$12,749,771 12

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, August 1, 1913.

CANALS.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.		Total Expenditure during year.
			Staff.	Repairs.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Carillon } Grenville }		774 60	25,730 35	16,209 00	42,803 95
Chambly	12,529 07	3,486 97	34,323 21	44,748 39	95,087 64
Cornwall		29,753 37	79,897 25	56,423 40	166,074 02
Lachine	463,291 97		89,509 15	91,689 64	644,490 76
Murray		11,254 14	5,512 70	2,955 94	19,722 78
Rideau	41,565 00	21,992 94	56,863 98	91,984 66	212,406 58
Sault Ste. Marie	45,941 17	13,726 84	27,588 62	26,762 40	114,019 03
Soulanges	180,816 28		38,080 18	27,221 50	246,117 96
Ste. Anne's Lock			2,769 63	2,298 26	5,067 89
St. Ours Lock		2,678 37	3,530 02	2,449 44	8,657 83
St. Peters		39,143 77	5,144 13	807 78	45,095 68
Trent	1,162,605 75	41,499 98	47,431 26	50,049 83	1,301,586 82
Welland	347,711 15	39,674 82	156,598 55	93,231 29	637,215 81
Williamsburg		3,541 48	32,269 54	28,214 13	64,025 15
" Galops Canal	1,372 82	24,701 59			26,074 41
" Farran's Point		15,706 14			15,706 14
" Rapide Plat		45,025 25			45,025 25
Total	2,255,833 21	292,960 26	605,248 57	535,135 66	3,689,177 70
Less Culbute Canal unclaimed cheques	385 00				385 00
	2,255,448 21	292,960 26	605,248 57	535,135 66	3,688,792 70
GENERAL ON CANALS.					
Dredge Vessels—Lachine				7,010 28	7,010 28
" Rideau				14,814 77	14,814 77
Miscellaneous			2,650 92	620 41	3,271 33
Miscellaneous Works not provided for		842 33			842 33
Civil Service Gratuities		4,830 75			4,830 75
Statistical Officers			33,423 96		33,423 96
Sunday Labour			40,415 85		40,415 85
Surveys and Inspections		13,932 44			13,932 44
Quebec Canals. New Tug	3,809 24				3,809 24
Quebec Canals. Maintenance, staff			21,546 02		21,546 02
Quebec Canals. Protection wall north side Lake St. Francis		5,601 72			5,601 72
Quebec Canals. Automatic water gauges		298 44			298 44
Quebec Canals. Removing old stone piers of bridge over lost channel, St. Timothé		374 34			374 34
Quebec Canals. Dredging		7,146 93			7,146 93
Quebec Canals. Completing macadamizing of H.B. Dyke		6,000 00			6,000 00
Quebec Canals. Hungry B., and Ste. Barbe Dyke Repairs				888 25	888 25
Total	3,809 24	39,026 95	98,036 75	23,333 71	164,206 65
Total	2,259,257 45	331,987 21	703,285 32	558,469 37	3,852,999 35

Grand total on canals, $3,852,999.35.

RAILWAYS.

Name of work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue. Working Expenses.	
RAILWAYS.	$ cts.	$ cts.	$ cts.	$ cts.
Intercolonial	2,391,987 53		11,979,982 69	
National Transcontinental	13,766,916 39			
Prince Edward Island	103,001 03		489,972 34	
Windsor Branch			29,970 62	
Hudson Bay	1,099,063 15			
Quebec Bridge	1,512,825 96			
Total	18,873,794 06		12,499,925 65	
RAILWAY SUBSIDIES		4,935,507 35		
GENERAL ON RAILWAYS.				
Purchase of car "Canada" for Governor General	15,000 00			
Railway Commission—Maintenance		171,044 24		
" " Statutory		53,427 95		
Surveys and inspections—Including inspection Grand Trunk Pacific Railway		99,935 59		
Railway grade crossing fund		20,807 38		
Attendance, repairs and alterations to Governor General's car		5,500 00		
To pay expenses in connection with consolidation of Railway Act		3,000 00		
Contribution of Government railways to the Faculty of McGill University		2,500 00		
Contribution of Government railways to Polytechnic School Montreal		2,500 00		
Remuneration to Government Director, Grand Trunk Pacific Railway		2,000 00		
Subscription to International Congress, Brussels		97 33		
Compassionate allowance to Mrs. E Bellavance, I.C.R. (special vote)			1,000 00	
Compassionate allowance to Mrs. Emily Grenier, I.C.R. (special vote)			1,000 00	
Compensation to O. Savary, I.C.R. (special vote)			500 00	
Compassionate allowance to Mrs. Rebecca McDonald, I.C.R. (special vote)			1,000 00	
Allowance to the infant children of the late Joseph Cuthbertson, I.C.R (special vote)			1,000 00	
Total	15,000 00	360,812 49	4,500 00	
Total on railways	18,888,794 06	5,296,319 84	12,504,425 65	
Grand total on railways including Quebec Bridge, $36,689,539.55.				
MISCELLANEOUS EXPENDITURE.				
Cost of litigation		194 81		
Miscellaneous investigations under the Inquiries Act		9,143 36		
Total		9,338 17		
Grand total on railways and canals, including miscellaneous expenditure	21,148,051 51	5,637,645 22	13,766,180 34	
Total amount of expenditure, $40,551,877.07.				

STATEMENT showing the amounts expended on Construction, Renewals, Ordinary Repairs and Working Staff up to March 31, 1913.

BAIE VERTE CANAL.

	Year ending.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		17,929 34
" " "	1872		6,399 41
" " "	1873		14,943 83
" " "	1874		4,018 90
" " "	1875		443 00
" " "	1876		110 75
" " "	1877		22 30
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		520 00
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887		
" " "	1888		
" " "	1889		
" " "	1890		
" " "	1891		
" " "	1892		
" " "	1893		
" " "	1894		
" " "	1895		
" " "	1896		
" " "	1897		
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
" " "	1911		
" " "	1912		
" " "	1913		
Total			44,387 53

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BEAUHARNOIS CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	...	1,611,424 11	.....	.....	.....
" since " " ..	1868	.....	63,193 75	9,349 99	6,216 98
" " " " ..	1869	.....	55 00	9,626 99	6,498 57
" " " " ..	1870	.....	27 50	10,117 57	6,384 81
" " " " ..	1871	.....	.....	12,316 53	5,722 36
" " " " ..	1872	.....	27 50	11,792 46	15,733 38
" " " " ..	1873	.....	5,122 50	12,210 73	9,882 06
" " " " ..	1874	.....	26 00	15,392 51	10,990 56
" " " " ..	1875	.....	36 00	14,399 32	12,253 01
" " " " ..	1876	.....	.....	14,465 86	17,170 83
" " " " ..	1877	.....	.....	14,377 63	15,207 36
" " " " ..	1878	.....	.....	14,383 37	9,861 05
" " " " ..	1879	.....	.....	15,015 86	10,370 71
" " " " ..	1880	266 15	.....	15,362 61	8,997 34
" " " " ..	1881	.....	.....	17,659 93	10,770 67
" " " " ..	1882	.....	.....	18,804 53	20,813 86
" " " " ..	1883	.....	6,727 44	18,287 77	15,826 71
" " " " ..	1884	.....	3,277 98	19,107 38	16,232 61
" " " " ..	1885	.....	7,999 79	18,960 40	14,637 70
" " " " ..	1886	.....	8,491 80	19,228 90	14,356 00
" " " " ..	1887	.....	3,633 57	18,867 45	14,999 88
" " " " ..	1888	.....	14,411 97	19,325 05	14,285 98
" " " " ..	1889	.....	10,993 52	20,019 11	14,982 54
" " " " ..	1890	.....	.....	19,847 42	14,999 20
" " " " ..	1891	.....	17,085 68	18,886 86	12,537 39
" " " " ..	1892	.....	1,696 23	20,050 01	14,999 80
" " " " ..	1893	.....	.....	20,348 34	14,107 11
" " " " ..	1894	.....	6,547 72	20,574 53	13,903 46
" " " " ..	1895	.....	27,982 93	20,428 59	12,299 49
" " " " ..	1896	.....	.....	20,725 47	15,050 85
" " " " ..	1897	.....	9,813 15	21,012 64	14,862 98
" " " " ..	1898	25,000 00	5,799 34	20,650 00	16,164 92
" " " " ..	1899	.....	1,000 00	20,613 32	13,463 01
" " " " ..	1900	.....	4,959 22	20,147 59	14,505 30
" " " " ..	1901	.....	483 40	20,118 42	14,199 12
" " " " ..	1902	.....	.....	16,682 52	6,532 33
" " " " ..	1903	.....	.....	8,218 14	10,063 38
" " " " ..	1904	.....	.....	9,236 27	11,936 37
" " " " ..	1905	.....	14,949 83	9,086 68	10,499 99
" " " " ..	1906	.....	2,531 24	9,291 91	18,640 71
" " " " ..	1907	.....	598 64	7,552 02	11,711 09
" " " " ..	1908	.....	2,260 81	7,032 31	13,019 76
" " " " ..	1909	.....	21,758 84	.....	†
" " " " ..	1910	.....	24,319 49	.....	†
" " " " ..	1911	.....	.....	.....	†
" " " " ..	1912	.....	.....	.....	†
" " " " ..	1913	.....	.....	.....	†
Total	..	*1,636,690 26	265,810 84	649,574 89	525,691 23

* *See* page 52 for total of St. Lawrence River and Canals.

† This canal being under lease since 1908, no expenditure has been incurred for maintenance nor operation.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CARILLON AND GRENVILLE CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		*			
Government expenditure prior to Confederation		63,053 64			
" since "	1868		19,817 22	6,301 88	8,911 42
" " "	1869			6,549 38	10,157 80
" " "	1870		4,167 96	6,617 81	9,852 29
" " "	1871		23,119 37	8,676 90	8,218 24
" " "	1872	165,257 28		8,324 51	17,235 31
" " "	1873	133,199 10	3,051 38	10,068 28	8,781 50
" " "	1874	245,258 38		10,710 88	10,605 82
" " "	1875	339,864 76		10,378 57	18,520 44
" " "	1876	326,203 16		10,764 38	11,475 96
" " "	1877	245,738 04		11,050 27	10,304 06
" " "	1878	22,676 20		11,401 30	5,082 72
" " "	1879	243,141 24		11,501 22	7,629 98
" " "	1880	281,514 27		11,959 14	7,625 54
" " "	1881	336,707 53		13,059 18	8,076 91
" " "	1882	433,084 39		14,387 49	7,582 68
" " "	1883	433,575 10		17,479 58	8,310 02
" " "	1884	399,267 16		17,393 91	7,918 42
" " "	1885	157,187 72		19,702 30	10,429 26
" " "	1886	104,973 24	75 00	20,597 82	9,303 31
" " "	1887	20,747 11		20,011 36	19,554 41
" " "	1888	38,996 29		21,531 12	10,036 62
" " "	1889	298 17		22,098 88	10,135 66
" " "	1890	17 58	4,526 61	15,896 16	7,582 38
" " "	1891		4,395 25	21,230 22	10,796 68
" " "	1892	34,585 64	15,036 48	17,458 69	8,620 15
" " "	1893	207 00	42,298 74	16,762 71	10,669 28
" " "	1894	385 55	20,034 94	14,144 98	11,620 09
" " "	1895		5,963 76	15,453 21	12,303 25
" " "	1896	3,850 31		13,995 69	12,161 10
" " "	1897	1,908 44	4,939 20	13,780 29	11,607 95
" " "	1898	82,663 37	5,082 03	11,697 81	10,993 61
" " "	1899	39,999 37		11,919 27	11,478 88
" " "	1900	22,802 27	4,476 50	13,657 06	14,666 71
" " "	1901	4,930·65	9,331 95	13,342 22	13,416 00
" " "	1902		16,998 69	13,725 99	19,366 30
" " "	1903		15,992 52	14,348 17	17,766 28
" " "	1904		9,150 07	16,224 94	17,262 29
" " "	1905		8,715 46	15,858 19	19,977 19
" " "	1906		24,179 33	18,232 71	10,924 72
" " "	1907		9,393 38	16,749 03	7,036 40
" " "	1908		1,387 35	23,019 45	9,775 35
" " "	1909		68,597 35	23,085 54	10,758 01
" " "	1910		10,410 09	23,512 72	11,925 28
" " "	1911		9,051 98	23,608 04	11,303 46
" " "	1912			25,496 59	11,531 20
" " "	1913		774 60	25,730 35	16,299 00
Total		†4,182,092 96	340,967 21	709,496 19	516,589 21

* Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

† Included in total cost of Ottawa River Works, *see* page 47. Cost of enlargement, $4,119,039.32.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CHAMBLY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		634,711 76			
" since " "	1868			8,312 90	9,355 70
" " " "	1869			8,437 22	13,120 97
" " " "	1870			8,934 41	20,180 73
" " " "	1871		2,839 85	10,214 71	22,426 33
" " " "	1872		1,906 40	9,628 50	22,327 99
" " " "	1873		759 00	10,390 44	11,789 27
" " " "	1874		2,810 00	11,675 67	16,427 19
" " " "	1875	2,415 00		12,201 99	16,306 91
" " " "	1876			10,593 14	13,273 56
" " " "	1877	80 00		10,281 78	10,111 32
" " " "	1878			10,413 99	6,022 96
" " " "	1879			11,301 53	8,809 77
" " " "	1880			11,516 22	12,377 74
" " " "	1881			13,950 47	20,705 17
" " " "	1882		31,796 41	16,686 78	16,843 60
" " " "	1883		21,332 36	15,904 38	15,182 24
" " " "	1884		41,640 77	18,448 85	12,003 34
" " " "	1885		21,049 23	18,378 55	13,046 95
" " " "	1886		14,547 27	19,501 28	11,999 77
" " " "	1887		17,911 17	19,053 62	20,071 37
" " " "	1888		65,536 64	20,073 60	11,823 74
" " " "	1889		51,437 87	19,679 22	19,392 18
" " " "	1890		23,221 48	19,655 38	14,399 93
" " " "	1891		43,344 41	19,204 76	11,399 93
" " " "	1892		38,353 99	19,665 22	12,976 48
" " " "	1893		21,127 65	19,310 29	12,451 03
" " " "	1894		8,567 78	19,040 93	11,779 12
" " " "	1895		6,147 63	19,325 49	11,920 74
" " " "	1896		3,694 63	19,349 65	11,801 12
" " " "	1897		12,665 88	18,754 17	13,128 55
" " " "	1898	*150.00	13,184 68	17,992 90	12,466 51
" " " "	1899		15,255 42	18,336 50	11,997 51
" " " "	1900		5,448 88	18,397 58	13,995 00
" " " "	1901		1,195 09	18,529 48	17,572 35
" " " "	1902		19,132 80	18,832 25	17,313 02
" " " "	1903		8,977 43	19,286 10	21,745 65
" " " "	1904		26,701 59	21,544 69	25,656 00
" " " "	1905		33,066 50	26,970 79	19,896 57
" " " "	1906		26,192 72	26,039 53	25,173 48
" " " "	1907		29,953 80	19,916 33	22,508 88
" " " "	1908	157 90	34,264 31	28,375 21	30,627 72
" " " "	1909	13,307 02	35,784 54	28,440 40	24,389 29
" " " "	1910	30,479 41	8,207 00	29,198 76	22,825 53
" " " "	1911	20,000 04	8,717 20	30,548 74	23,950 19
" " " "	1912	15,469 29	26,838 40	34,796 66	29,508 01
" " " "	1913	12,529 07	3,486 97	34,323 21	44,748 39
Total		†728,999 47	727,097 75	841,414 37	787,829 80

* Less proceeds of sale of piece of land in 1898.

† Chambly Canal and Richelieu River.

Chambly Canal, as above		$ 728,999 49
St. Ours Lock, *see* page 53		125,843 93
		$ 854,843 42
Less amounts deducted at Confederation, *see* Public Accounts, 1868, part I, page 9.		
Government expenditure prior to Confederation.		
Chambly Canal as above	$ 634,711 76	
St. Ours Lock, *see* page 53	121,537 65	
	$ 756,249 41	
Returned as an asset in Public Accounts, 1868	433,807 83	
		322,441 58
Agreeing with Public Accounts, 1913, page 4		$ 532,401 84

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CORNWALL CANAL.

—	Year ending.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	1,933,152 69		.....	.....	.....
Government expenditure since Confederation	1868	.....		2,786 00	11,244 47	3,774 18
" "	1869	10,692 04		.....	10,347 91	3,859 14
" "	1870	.....		17,780 05	10,368 16	7,145 42
" "	1871	.....		7 50	11,848 39	8,891 61
" "	1872	.....		10,000 21	10,594 30	8,163 70
" "	1873	.....		1,011 75	13,042 25	12,467 65
" "	1874	.....		.....	13,405 20	7,610 70
" "	1875	1,780 00		.....	13,351 91	7,097 34
Cost of original construction	.....	.....	1,945,624 73			
Expenditure by Dominion Government	1876	.....		.....	13,320 61	6,423 67
" "	1877	49,211 37		.....	13,375 70	6,440 54
" "	1878	145,015 45		.....	13,825 50	4,935 21
" "	1879	143,032 05		.....	13,817 96	4,983 15
" "	1880	109,454 95		.....	14,440 33	9,735 76
" "	1881	53,948 14		.....	15,173 60	5,524 10
" "	1882	44,587 61		.....	15,052 20	6,634 62
" "	1883	21,728 93		.....	18,283 67	8,361 71
" "	1884	22,018 13		.....	18,475 48	9,007 73
" "	1885	62,034 90		16,298 96	15,988 96	12,368 51
" "	1886	57,820 83		6,960 95	15,994 80	11,832 83
" "	1887	46,966 43		.....	17,520 54	12,100 29
" "	1888	67,945 74		.....	16,938 54	13,942 64
" "	1889	163,993 85		.....	17,890 55	58,205 26
" "	1890	365,038 01		2,000 00	17,063 49	12,758 18
" "	1891	599,001 85		1,459 98	16,077 72	9,830 05
" "	1892	398,555 25		2,345 26	15,596 66	9,864 36
" "	1893	352,536 13		.....	15,173 01	9,668 14
" "	1894	404,990 22		.....	15,344 02	7,733 54
" "	1895	450,689 65		21,497 74	15,414 56	13,053 55
" "	1896	448,408 31		2,175 00	15,472 26	25,259 56
" "	1897	438,487 51		.....	15,540 43	16,438 32
" "	1898	133,208 96		.....	15,011 50	15,431 02
" "	1899	37,649 00		15,960 80	16,000 00	14,623 90
" "	1900	169,889 51		18,547 50	18,798 10	13,998 29
" "	1901	62,032 47		.....	17,104 13	13,166 89
" "	1902	90,535 18		.....	17,896 58	15,045 95
" "	1903	77,833 81		.....	70,129 29	19,205 66
" "	1904	113,795 16		1,730 16	45,792 64	20,932 55
" "	1905	104,093 45		8,324 83	71,073 68	28,100 67
" "	1906	37,879 09		20,063 79	71,246 77	31,893 13
" "	1907	5,218 03		4,191 61	52,050 56	24,489 18
" "	1908	9,897 90		11,270 83	73,651 90	35,703 68
" "	1909	495 00		151,628 65	75,581 54	42,978 72
" "	1910	89 54		35,549 06	76,519 49	51,330 83
" "	1911	.....		76,719 09	78,583 80	45,362 81
" "	1912	8,037 07		60,352 90	83,784 79	59,338 24
" "	1913	.....		29,753 37	79,897 25	56,423 40
Cost of enlargement	.....	.....	5,297,179 48			
Total	.....	.....	7,242,804 21	518,415 99	1,303,105 20	822,141 38

* Included in total cost of St. Lawrence River and Canals, *See* page 52.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CULBUTE LOCK AND DAM.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation.	1868				
" " "	1869				
" " "	1870				
" " "	1871				
" " "	1872				
" " "	1873		835 53		
" " "	1874		38,388 99		
" " "	1875	63,659 29			
" " "	1876	76,842 44			
" " "	1877	56,081 87			
" " "	1878	5,933 53			
" " "	1879	20,694 19			
" " "	1880	16,688 20		202 50	259 31
" " "	1881	4,721 62		962 85	
" " "	1882	29,567 15		790 00	162 33
" " "	1883	14,249 60		695 00	288 99
" " "	1884	8,151 16		733 50	
" " "	1885	19,071 76		730 00	572 75
" " "	1886	26,385 27		730 00	2,396 14
" " "	1887	7,760 88		730 00	967 33
" " "	1888	7,573 99		739 50	730 60
" " "	1889	17,112 01		1,050 00	116 53
" " "	1890	2,818 35		747 83	
" " "	1891	2,183 15	9,122 05	745 25	499 91
" " "	1892		1,546 25	736 00	
" " "	1893		1,420 65	749 00	13 55
" " "	1894		2,540 14	730 00	494 43
" " "	1895		1,475 26	436 05	434 28
" " "	1896				
" " "	1897				
" " "	1898				100 00
" " "	1899				
" " "	1900	3,085 00			
" " "	1901	197 00			
" " "	1902		1,135 00		
" " "	1903				
" " "	1904		2,204 50		
" " "	1905		2,255 00		
" " "	1906				
" " "	1907				
" " "	1908				
" " "	1909				
" " "	1910				
" " "	1911				
" " "	1912				
Less unclaimed Cheques	1913	*385 00*			
Total		*382,391 46	60,923 37	11,507 48	7,036 15

* Included in total cost of Ottawa River Works, *see* page 47.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

STATEMENT showing the amount expended on Construction, Renewals, &c.—*Continued.*

LACHINE CANAL.

	Year ending.	Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Expenditure by Imperial Government	....	40,000 00				
Government expenditure prior to Confederation	....	2,547,532 85				
Government expenditure since Confederation	1868			1,852 70	13,742 05	10,431 51
" "	1869	2,000 00			14,209 02	12,085 84
Cost of original construction and enlargement from 1845 to 1848			2,589,532 85			
Expenditure by Dominion Government	1870				15,834 49	13,302 39
" "	1871			12,231 40	17,478 52	15,093 25
" "	1872	36,708 15			16,076 93	12,334 69
" "	1873	7,824 28		35,158 21	23,601 03	34,300 60
" "	1874	158,618 35			25,811 07	22,828 66
" "	1875	197,420 52			28,592 01	30,057 34
" "	1876	327,769 39			33,797 73	29,103 65
" "	1877	1,439,375 73			33,148 86	19,824 33
" "	1878	1,484,619 63			39,062 97	13,646 41
" "	1879	958,053 30			42,338 84	12,400 78
" "	1880	369,566 74			38,950 90	10,223 62
" "	1881	292,165 51			39,027 99	19,888 33
" "	1882	252,821 33		2,978 66	41,158 90	17,116 46
" "	1883	396,496 96		1,859 68	45,554 91	18,199 59
" "	1884	188,266 18			48,624 51	19,683 24
" "	1885	111,215 23			49,004 85	20,199 78
" "	1886	210,509 42			50,969 10	19,199 18
" "	1887	28,772 52		12,981 59	53,113 97	22,567 81
" "	1888	19,414 34		7,996 38	52,229 61	19,999 64
" "	1889	76,032 96		972 71	54,110 67	22,957 71
" "	1890	7,448 03		8,238 46	53,114 34	22,999 38
" "	1891	217 53		16,155 75	50,721 69	36,292 98
" "	1892	87,852 35		27,480 80	52,729 37	67,499 62
" "	1893	445,983 21		50,937 40	53,185 00	51,616 79
" "	1894	64,345 14		17,152 48	60,174 03	40,939 70
" "	1895	189,944 36		32,405 20	56,337 44	25,891 45
" "	1896	184,998 25		8,193 15	58,342 96	24,950 20
" "	1897	282,052 48		14,664 21	57,533 20	25,820 73
" "	1898	216,717 44		819 62	57,282 50	33,391 92
" "	1899	162,351 83		3,103 99	55,990 00	35,776 90
" "	1900	125,009 41		12,210 88	56,791 45	31,988 81
" "	1901	97,305 52		12,072 87	58,364 29	50,005 48
" "	1902	113,328 26		36,249 02	59,435 33	45,853 97
" "	1903	58,426 92		109,893 43	69,762 03	53,054 20
" "	1904	181,487 06		162,705 14	77,233 17	50,660 92
" "	1905	112,460 47		144,996 37	86,209 93	65,202 42
" "	1906	103,798 28		133,518 77	84,708 78	60,064 84
" "	1907	18,840 85		65,872 25	53,308 14	47,465 20
" "	1908	203,307 25		92,362 48	74,222 78	70,427 37
" "	1909	359,041 77		143,526 35	72,049 32	82,081 39
" "	1910	215,611 98		70,000 20	77,701 55	75,247 71
" "	1911	253,098 27		73,260 66	72,285 01	91,941 84
" "	1912	312,868 94		56,174 60	87,989 26	111,254 82
" "	1913	463,291 97			89,509 15	91,689 64
Cost of enlargement	....		10,815,438 11			
Total			13,404,970 96	1,368,025 41	2,351,419 65	1,707563 09

Total expenditure on capital account as above		$13,404,970 96
Less charged to St. Lawrence River and Canals, *see* page 52	$2,950,104 15	
Less expenditure by Imperial Government	40,000 00	
		2,990,104 15
Agreeing with Public Accounts balance sheet 1913, page 4		$10,414,866 81

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, &c.— *Continued.*

LAKE ST. FRANCIS.

	Year	Capital.	Renewals, Chargeable to Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1868		
" " " "	1869		
" " " "	1870		
" " " "	1871		
" " " "	1872		
" " " "	1873		
" " " "	1874		
" " " "	1875		
" " " "	1876		
" " " "	1877		
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" " " "	1893		
" " " "	1894		
" " " "	1895		
" " " "	1896		
" " " "	1897		
" " " "	1898	3,420 00	
" " " "	1899	23,110 00	2,495 47
" " " "	1900	15,431 46	12,288 39
" " " "	1901	15,000 00	8,060 30
" " " "	1902	13,945 25	
" " " "	1903	5,000 00	
" " " "	1904		2,199 52
" " " "	1905	†	
" " " "	1906	†	
" " " "	1907	†	
" " " "	1908	†	
" " " "	1909	†	
" " " "	1910	†	
" " " "	1911	†	
" " " "	1912	†	
" " " "	1913	†	
Total		*75,906 71	25,043 68

* Included in total cost of St. Lawrence River and Canals, *see* page 52.
† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. LOUIS.

	Year ending.	Chargeable to Capital.	Chargeable to Revenue.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" " since "	1868		
" " " "	1869		
" " " "	1870		
" " " "	1871		
" " " "	1872		
" " " "	1873		
" " " "	1874		
" " " "	1875		
" " " "	1876		
" " " "	1877		
" " " "	1878		
" " " "	1879		
" " " "	1880		
" " " "	1881		
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" " " "	1885		
" " " "	1886		
" " " "	1887		
" " " "	1888		
" " " "	1889		
" " " "	1890		
" " " "	1891		
" " " "	1892		
" " " "	1893		
" " " "	1894		
" " " "	1895	4,753 14	
" " " "	1896	49,909 31	
" " " "	1897	73,300 41	
" " " "	1898	64,495 83	
" " " "	1899	57,607 79	
" " " "	1900	11,765 70	
" " " "	1901	12,918 31	
" " " "	1902	6,000 00	
" " " "	1903	9,508 72	
" " " "	1904	7,916 90	
" " " "	1905	†	
" " " "	1906	†	
" " " "	1907	†	
" " " "	1908	†	
" " " "	1909	†	
" " " "	1910	†	
" " " "	1911	†	
" " " "	1912	†	
" " " "	1913	†	
Total		*298,176 11	

* Included in total cost of St. Lawrence River and Canals, *see* page 52.
† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

MURRAY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	1868		400 00		
" since " "	1869				
" " " "	1870				
" " " "	1871				
" " " "	1872				
" " " "	1873				
" " " "	1874				
" " " "	1875				
" " " "	1876				
" " " "	1877				
" " " "	1878				
" " " "	1879				
" " " "	1880				
" " " "	1881				
" " " "	1882	7,135 63			
" " " "	1883	84,071 68			
" " " "	1884	118,187 43			
" " " "	1885	148,902 66			
" " " "	1886	179,704 52			
" " " "	1887	142,563 66			
" " " "	1888	146,754 37			
" " " "	1889	215 326 46			
" " " "	1890	106,760 35		494 31	
" " " "	1891	61,260 49		5,137 03	173 53
" " " "	1892	5,964 22		5,803 48	3,505 15
" " " "	1893	30,838 79		5,499 62	5,341 34
" " " "	1894			5,667 52	5,295 57
" " " "	1895			5,354 97	5,063 49
" " " "	1896			5,409 10	5,410 33
" " " "	1897			5,526 87	3,966 41
" " " "	1898			5,799 94	4,710 23
" " " "	1899			5,073 70	3,533 68
" " " "	1900			5,613 83	2,777 60
" " " "	1901			5,175 74	1,138 15
" " " "	1902			5,254 51	6,377 19
" " " "	1903	500 00		5,757 00	4,627 70
" " " "	1904	750 00	2,521 13	5,291 43	6,075 94
" " " "	1905	100 00	740 45	5,346 62	4,452 68
" " " "	1906		293 75	5,183 61	2,840 91
" " " "	1907		10,423 00	2,788 14	1,710 55
" " " "	1908		37,334 70	4,244 42	2,953 23
" " " "	1909	126 45	20,250 61	4,720 09	3,374 82
" " " "	1910			4,378 74	2,674 57
" " " "	1911			3,942 94	2,075 26
" " " "	1912		14,390 45	4,213 21	3,344 46
" " " "	1913		11,254 14	5,512 70	2,955 94
Total		*1,248,946 71	97,608 23	117,189 52	84,378 73

* Agreeing with Public Accounts Balance Sheet, 1913, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

OTTAWA RIVER WORKS.

Ste. Anne's Lock, page 51	.....	$1,170,215 63
Carillon and Grenville Canal, page 39	.....	4,182,092 96
Culbute Canal, page 42	.....	382,391 46
Rideau Canal, page 48	$4,127,454 21	
Less expenditure by Imperial government	3,911,701 47	215,752 74
Total Ottawa River Works (Capital)	.....	$5,950,452 79
Add expenditure on slides and booms prior to Confederation	$719,247 13	
Add expenditure on slides and booms since Confederation	7,243 60	
Add expenditure on Chats Falls Canals prior to Confederation	482,950 81	
Add expenditure in 1881, charged to Miscellaneous, see page 229, part ii, Public Accounts	1,136 84	
Add amount transferred, see page xxxvi, Public Accounts Balance Sheet, 1881	233,555 85	
		1,444,134 23
		$7,394,587 07
Less expenditure prior to Confederation, transferred to Income Account	$320,618 28	
Less expenditure in 1872, on Carillon and Grenville Canal, as shown in Public Accounts Balance Sheet, page xx, under Miscellaneous	165,257 28	
		485,875 56
Agreeing, less outstanding cheques, with Balance Sheet, Public Accounts, 1913, page 4		$6,908,711 46

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, August 1, 1913.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

RIDEAU CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		3,911,701 47			
Government expenditure prior to Confed'n		153,062 60			
" since " "	1868	166 50	7,298 12	18,397 28	16,475 21
" " " "	1869			19,250 71	13,140 77
" " " "	1870		13 16	20,022 37	19,469 33
" " " "	1871		11,732 98	22,814 58	18,120 52
" " " "	1872		4,967 50	22,139 48	14,005 32
" " " "	1873		18,070 97	22,841 51	26,074 49
" " " "	1874		5,793 16	26,815 44	22,957 40
" " " "	1875	9,310 85		26,553 37	19,699 81
" " " "	1876	2,163 96		26,430 77	14,428 25
" " " "	1877	214 11		25,959 56	14,198 18
" " " "	1878			26,651 51	11,034 22
" " " "	1879	7,703 88		26,042 52	7,134 55
" " " "	1880			26,463 88	11,434 05
" " " "	1881		133 50	26,024 71	8,627 00
" " " "	1882			26,915 29	13,860 28
" " " "	1883		70 65	27 322 81	23,524 84
" " " "	1884		4,597 50	26,938 95	19,245 02
" " " "	1885		2,098 76	26,971 32	18,189 55
" " " "	1886		550 00	27,045 95	35,648 04
" " " "	1887		20,823 96	29,440 46	18,565 34
" " " "	1888		18,889 48	33,458 83	25,478 87
" " " "	1889		6,665 22	33,801 77	18,106 36
" " " "	1890		21,124 10	34,270 57	18,025 21
" " " "	1891		20,967 25	34,641 98	21,537 56
" " " "	1892		31,363 23	35,500 82	21,507 16
" " " "	1893		24,274 71	35,022 49	18,789 50
" " " "	1894		14,485 11	34,943 35	16,939 47
" " " "	1895		31,559 48	33,827 08	19,897 32
" " " "	1896		21,452 29	34,052 77	30,196 38
" " " "	1897		19,079 11	31,461 55	29,535 94
" " " "	1898		13,608 39	30,759 05	26,599 93
" " " "	1899		700 29	30,751 20	28,199 49
" " " "	1900		11,780 41	30,623 27	30,237 09
" " " "	1901			31,334 40	33,791 17
" " " "	1902		8,894 40	32,193 66	33,959 86
" " " "	1903		16,235 13	34,595 31	36,424 23
" " " "	1904		13,525 04	39,127 96	38,496 78
" " " "	1905	1,565 84	14,513 35	40,838 81	49,790 55
" " " "	1906		5,272 90	41,819 77	54,495 63
" " " "	1907		14,322 03	30,667 34	44,627 82
" " " "	1908		42,903 03	44,875 16	55,090 45
" " " "	1909		19,989 52	44,911 60	53,880 51
" " " "	1910		9,225 73	48,324 13	95,188 97
" " " "	1911		6,188 71	47,165 63	79,352 59
" " " "	1912		4,358 40	54,156 89	85,912 96
" " " "	1913	41,565 00	21,992 94	56,863 98	91,984 66
Total		*4,127,454 21	489,520 51	1,481,031 84	1,403,878 63

* Included in total cost of Ottawa River Works. *See* page 47.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

SAULT STE. MARIE CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation.	1868				
" " " ..	1869				
" " " ..	1870				
" " " ..	1871				
" " " ..	1872		949 35		
" " " ..	1873				
" " " ..	1874				
" " " ..	1875				
" " " ..	1876				
" " " ..	1877				
" " " ..	1878				
" " " ..	1879				
" " " ..	1880				
" " " ..	1881				
" " " ..	1882				
" " " ..	1883				
" " " ..	1884				
" " " ..	1885				
" " " ..	1886				
" " " ..	1887				
" " " ..	1888	8,145 06			
" " " ..	1889	34,018 95			
" " " ..	1890	176,568 55			
" " " ..	1891	325,336 33			
" " " ..	1892	341,474 31			
" " " ..	1893	589,801 25			
" " " ..	1894	1,316,529 29			
" " " ..	1895	466,151 50		3,432 73	
" " " ..	1896	189,986 59		16,074 70	2,650 17
" " " ..	1897	209,561 82		15,381 59	7,671 79
" " " ..	1898	21,004 56		14,389 92	8,172 09
" " " .	1899	63,935 48		13,840 24	6,564 40
" " " ..	1900	27,157 98		13,901 40	13,219 87
" " " ..	1901	323,353 93	48 39	13,730 93	10,289 18
" " " ..	1902	122,505 73		15,920 80	14,839 71
" " " ..	1903	65,933 43		16,077 22	10,855 70
" " " ..	1904	32,029 54		14,653 35	9,491 44
" " " ..	1905	110,181 69		15,681 55	14,776 33
" " " .	1906	120,000 00		15,878 11	20,086 15
" " " ..	1907	95,504 63		12,290 94	11,520 53
" " " .	1908	140,433 22		20,345 38	23,206 00
" " " ..	1909	42,109 63	11,453 28	15,231 79	16,462 29
" " " ..	1910	46,809 13	147,147 52	18,976 64	20,300 77
" " " ..	1911	54,797 37	77,066 45	24,951 49	19,955 74
" " " ..	1912	18,227 10	29,706 21	27,054 50	28,798 51
" " " ..	1913	45,941 17	13,726 84	27,588 62	26,762 40
Total	. .	*4,987,498 24	280,098 04	315,401 90	265,623 07

* Agreeing with Public Accounts, 1913, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

SOULANGES CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	...	...	...	...	...
" since. " ..	1868	...	...	...	...
" " " ..	1869	...	...	...	...
" " " ..	1870	...	...	...	...
" " " ..	1871	...	...	...	...
" " " ..	1872	...	...	...	...
" " " ..	1873	...	...	...	...
" " " ..	1874	...	...	...	...
" " " ..	1875	...	...	...	...
" " " ..	1876	...	...	...	...
" " " ..	1877	...	...	...	...
" " " ..	1878	...	...	...	...
" " " ..	1879	...	...	...	...
" " " ..	1880	...	...	...	...
" " " ..	1881	...	...	...	...
" " " ..	1882	...	...	...	...
" " " ..	1883	...	...	...	...
" " " .	1884	...	...	...	...
" " " ..	1885	...	...	...	...
" " " ..	1886	...	...	...	...
" " " ..	1887	...	...	...	...
" " " ..	1888	...	...	...	...
" " " ..	1889	...	...	...	...
" " " ..	1890	...	...	...	...
" " " ..	1891	...	...	...	...
" " " .	1892	54,235 76	...	...	...
" " " ..	1893	210,336 24	...	...	...
" " " ..	1894	723,380 95	...	...	...
" " " ..	1895	752,016 53	...	...	...
" " " ..	1896	535,939 07	...	...	...
" " " ..	1897	363,126 06	...	...	...
" " " ..	1898	1,016,401 00	...	...	...
" " " ..	1899	1,442,824 22	...	...	...
" " " .	1900	693,806 24	...	6,711 84	5,000 00
" " " ..	1901	462,626 36	115 00	25,154 78	5,888 77
" " " ..	1902	235,021 79	...	22,672 50	2,267 13
" " " ..	1903	248,929 10	...	31,987 06	10,362 23
" " " ..	1904	113,328 45	15,608 69	25,235 25	39,382 01
" " " ..	1905	34,202 71	30,406 25	25,432 49	21,174 84
" " " ..	1906	5,000 22	16,033 79	24,817 37	17,096 33
" " " ..	1907	13,508 88	3,216 29	19,964 04	15,604 71
" " " ..	1908	50,634 01	4,245 18	28,988 36	35,687 11
" " " ..	1909	17,795 79	12,363 78	32,324 20	34,802 37
" " " ..	1910	153,022 23	2,299 93	32,851 69	46,287 16
" " " ..	1911	102,699 69	3,999 58	32,283 03	37,532 93
" " " ..	1912	286,787 88	14,375 47	36,871 50	38,554 54
" " " ..	1913	180,816 28	...	38,080 18	27,221 50
Total	.....	*7,696,439 46	102,663 96	383,374 29	336,861 63

*Included in total cost of St. Lawrence River and Canals. *see* page 52.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

STE. ANNE'S LOCK AND CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		134,456 51			
" since " "	1868			778 16	432 47
" " " "	1869			1,062 96	1,873 51
" " " "	1870			1,136 54	1,280 36
" " " "	1871			1,285 84	1,539 02
" " " "	1872		1,939 46	1,106 80	1,393 63
" " " "	1873		540 11	2,199 64	1,264 40
" " " "	1874	12,753 27		2,614 90	7,208 63
" " " "	1875	32,627 71		1,859 20	4,506 68
" " " "	1876	24,935 85		1,952 14	4,033 72
" " " "	1877	30,003 08		1,982 65	1,756 93
" " " "	1878	14,618 85		2,057 32	541 95
" " " "	1879	22,113 02		2,202 03	3,259 70
" " " "	1880	3,054 68		2,152 57	1,704 71
" " " "	1881	69,042 76		2,553 02	3,257 92
" " " "	1882	193,158 36		2,611 30	2,343 99
" " " "	1883	172,959 95		2,569 86	3,448 83
" " " "	1884	142,006 25		2,775 32	2,725 49
" " " "	1885	93,679 57		2,618 60	4,042 04
" " " "	1886	129,681 67		2,611 90	5,803 01
" " " "	1887	45,276 08	6,054 10	2,537 41	1,499 96
" " " "	1888	18,910 55	1,372 59	2,505 61	1,380 75
" " " "	1889	24,786 33		2,569 22	1,730 79
" " " "	1890	6,151 14		2,571 04	1,525 51
" " " "	1891		8,173 69	2,505 69	1,503 56
" " " "	1892		25,471 61	2,571 28	1,666 21
" " " "	1893		6,521 88	2,581 08	2,800 03
" " " "	1894		3,497 56	2,640 00	2,799 63
" " " "	1895		3,694 33	2,508 14	3,025 91
" " " "	1896			2,495 54	4,993 89
" " " "	1897			2,357 51	1,688 12
" " " "	1898			1,904 10	1,699 44
" " " "	1899			1,920 12	1,997 96
" " " "	1900			1,840 51	2,679 21
" " " "	1901			1,895 89	3,999 02
" " " "	1902			1,994 52	3,015 97
" " " "	1903		1,984 39	2,072 17	4,684 42
" " " "	1904			2,292 94	2,244 13
" " " "	1905			2,151 01	6,091 44
" " " "	1906			2,259 16	2,294 86
" " " "	1907		2,449 96	1,595 62	901 47
" " " "	1908		2,501 42	2,248 29	1,693 63
" " " "	1909		199 67	2,292 19	4,290 57
" " " "	1910		2,339 76	2,267 60	2,446 28
" " " "	1911		2,880 93	2,315 34	2,628 91
" " " "	1912			2,770 51	2,738 40
" " " "	1913			2,769 63	2,298 26
Total		*1,170,215 63	69,621 46	100,562 87	122,735 32

*Included in total cost of Ottawa River Works, *see* page 47.

Original Construction	$ 134,456 51
Enlargement, including new lock	1,035,759 12
	$ 1,170,215 63

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, August 1, 1913.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

	Year ending.	Chargeable to Capital.				Chargeable to Income.
		North Channel.	River Reaches.	Galops Channel.	Total.	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					18,442 85	98,378 46
Government expenditure since Confederation	1868					
" "	1869					
" "	1870					
" "	1871					
" "	1872					
" "	1873				33,241 69	
" "	1874				26,541 30	
" "	1875				20,611 36	
" "	1876				50,215 47	
" "	1877				47,377 31	
" "	1878				5,570 46	
" "	1879				9,265 77	
" "	1880				9,214 56	
" "	1881				6,927 96	
" "	1882		6,933 45	22,000 00	28,933 45	
" "	1883		3,574 31	41,300 00	44,874 31	
" "	1884		15,546 03	74,300 00	89,846 03	
" "	1885		13,710 17	101,400 00	115,110 17	
" "	1886		16,251 73	99,800 00	116,051 73	
" "	1887		20,037 31	54,400 00	74,437 31	
" "	1888		16,082 85	40,400 00	56,482 85	
" "	1889		1,293 92	17,200 00	18,493 92	
" "	1890		18,279 91	5,700 00	23,979 91	
" "	1891		35,137 25		35,137 25	
" "	1892		59,779 31		59,779 31	
" "	1893		52,643 39		52,643 39	
" "	1894		13,721 66		13,721 66	
" "	1895		1,223 72	181,552 03	182,775 75	
" "	1896		7,457 05		7,457 05	
" "	1897		12,347 31		12,347 31	
" "	1898	171,336 65	7,491 11	32,710 00	211,537 76	
" "	1899	461,979 50	9,366 47	42,430 00	513,775 97	
" "	1900	225,000 00	72,484 41	50,000 00	347,484 41	
" "	1901	184,790 34	19,389 75	91,211 97	295,392 06	
" "	1902	125,000 00	29,268 64	24,037 85	178,306 49	
" "	1903	126,833 94	16,432 28	25,000 00	168,266 22	
" "	1904	68,595 42	9,634 66	6,450 00	84,680 08	
" "	1905	93,025 89	25,743 51	49,734 70	168,504 10	
" "	1906	83,028 98		26,506 26	109,535 24	
" "	1907	61,528 34		13,350 00	74,878 34	
" "	1908	40,500 00		12,976 77	53,476 77	
" "	1909	42,770 45		25,378 21	68,148 66	
" "	1910	34,389 32		2,057 86	36 447 18	13,694 97
" "	1911					16,224 68
" "	1912					
" "	1913					
Total		1,718,778 83	483,830 20	1,039,895 65	3,469,913 41*	128,298 11

* In this total is included an expenditure on capital account of $227,408.73 on the St. Lawrence River and Canals for the period previous to 1882.

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

St. Lawrence River and Canals, as above		$ 3,469,913 41
Beauharnois Canal, *see* page 38		1,636,690 26
Cornwall Canal "	41	7,242,804 21
Williamsburg Canal "	58 and 59	10,490,184 51
Lake St. Louis "	45	298,176 11
Soulanges Canal "	50	7,696,439 46
Lachine Canal, prior to Confederation to June 30, 1875, *see* page 43		2,950,104 15
Lake St. Francis, *see* page 44		75,906 71
Agreeing with Public Accounts balance, 1913, page 4		$ 33,860,218 82

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

ST. OURS LOCK.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		121,537 65			
" since "	1868			1,532 75	753 74
" " "	1869			1,755 15	1,399 18
" " "	1870			1,458 09	1,006 22
" " "	1871			1,414 48	1,210 98
" " "	1872			1,565 80	1 263 19
" " "	1873			2,076 50	1,575 10
" " "	1874			2,219 13	2,363 42
" " "	1875			1,362 22	1,245 69
" " "	1876			1,403 92	1,601 71
" " "	1877			1,533 40	750 80
" " "	1878			1,556 65	283 77
" " "	1879			1,581 55	456 07
" " "	1880			1,614 01	705 54
" " "	1881			1,741 97	1,299 77
" " "	1882			2,002 71	1,902 41
" " "	1883		17,230 32	2,361 65	2,188 08
" " "	1884		5,279 87	2,315 37	1,494 99
" " "	1885		4,700 64	2,271 57	3,652 63
" " "	1886			2,311 70	4,143 47
" " "	1887			2,175 37	5,864 78
" " "	1888			2,216 04	2,801 17
" " "	1889		17,964 45	2,421 14	2,002 63
" " "	1890		24,571 96	2,138 40	1,935 44
" " "	1891		21,696 74	2,011 08	4,460 16
" " "	1892		3,585 34	2,168 44	1,944 33
" " "	1893			2,136 66	1,994 34
" " "	1894			2,216 68	924 55
" " "	1895			2,161 63	915 50
" " "	1896			2,094 91	1,678 49
" " "	1897			2,135 60	707 06
" " "	1898			2,049 67	692 04
" " "	1899			2,244 12	1,494 93
" " "	1900		1,596 88	2,181 43	2,681 10
" " "	1901		3,610 06	2,128 25	1,681 44
" " "	1902		15,549 27	2,262 39	984 36
" " "	1903		9,344 89	2,288 63	1,671 83
" " "	1904		7,984 41	2,334 67	1,690 61
" " "	1905		14,900 90	2,479 66	1,716 35
" " "	1906		7,307 39	2,582 95	3,872 75
" " "	1907		4,260 00	2,064 62	1,142 79
" " "	1908		3,338 79	2,894 76	2,121 43
" " "	1909			2,994 78	3,693 19
" " "	1910		1,925 08	4,137 64	1,752 66
" " "	1911		1,200 23	3,527 69	2,353 81
" " "	1912	4,306 28	3,998 58	3,584 10	2,259 46
" " "	1913		2,678 37	3,530 02	2,449 44
Total		*125,843 93	172,664 17	101,239 95	86,783 40

* Included in the total cost of Chambly Canal and Richelieu River, *see* page 40.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

ST. PETER'S CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	156,523 32	.....	.....	.....
" since " ..	1868	21,519 72	.....	.....	.....
" " " ..	1869	70,719 80	.....	.....	.....
" " " ..	1870	.....	46,193 57	.....	.....
" " " ..	1871	.....	.....	225 36	555 78
" " " ..	1872	.....	.....	280 00	6,122 67
" " " ..	1873	.....	.....	343 32	6,539 58
" " " ..	1874	.....	.....	725 93	1,558 57
" " " ..	1875	20 97	.....	560 00	882 35
" " " ..	1876	11,125 00	.....	641 55	.....
" " " ..	1877	63,330 18	.....	600 00	17 45
" " " ..	1878	26,511 51	.....	600 00	.....
" " " ..	1879	107,337 75	.....	631 50	.....
" " " ..	1880	80,120 54	.....	400 00	.....
" " " ..	1881	69,434 76	.....	959 58	.....
" " " ..	1882	484 00	.....	1,920 54	200 63
" " " ..	1883	.....	.....	2,089 19	232 42
" " " ..	1884	2,471 40	.....	2,601 47	367 85
" " " ..	1885	16,820 15	.....	1,929 11	183 11
" " " ..	1886	2,316 85	.....	2,360 67	297 81
" " " ..	1887	1,087 75	750 00	2,777 13	343 23
" " " ..	1888	.....	.....	3,217 77	1,588 40
" " " ..	1889	.....	500 00	3,085 29	353 38
" " " ..	1890	.....	.....	3,110 15	255 34
" " " ..	1891	972 65	510 53	3,255 30	312 02
" " " ..	1892	14,387 00	30,936 82	3,007 70	1,461 24
" " " ..	1893	811 59	9,987 78	2,938 15	1,856 30
" " " ..	1894	437 05	3,852 21	2,935 94	1,986 70
" " " ..	1895	868 44	26,222 46	2,499 81	353 55
" " " ..	1896	1,455 21	16,743 64	2,182 04	260 90
" " " ..	1897	.....	.....	2,728 38	1 20
" " " ..	1898	.....	111 70	2,785 25	453 85
" " " ..	1899	.....	.....	2,819 86	456 61
" " " ..	1900	.....	.....	2,833 24	1,483 30
" " " ..	1901	.....	2,311 26	2,730 44	841 63
" " " ..	1902	.....	10,014 43	2,939 81	274 44
" " " ..	1903	.....	.....	2,836 49	764 11
" " " ..	1904	.....	.....	3,126 94	122 45
" " " ..	1905	.....	3,000 10	2,969 90	1,095 90
" " " ..	1906	.....	.....	3,239 19	253 65
" " " ..	1907	.....	.....	2,468 78	246 87
" " " ..	1908	.....	.....	3,371 13	942 64
" " " ..	1909	.....	.....	3,282 22	532 78
" " " ..	1910	.....	.....	3,449 43	238 14
" " " ..	1911	.....	.....	4,180 96	473 44
" " " ..	1912	.....	5,208 18	4,768 20	361 49
" " " ..	1913	.....	39,143 77	5,144 13	807 78
		648,755 64	.....	.....	.....
Less—Refunds in 1897-8	.....	208 50	.....	.....	.....
Total	.....	*648,547 14	195,486 45	101,551 85	35,085 96

* Expenditure as above ..... $ 648,547 14
Less expenditure prior to Confederation 156,523 32

Agreeing with Public Accounts, 1913, page 4 ..... $ 492,023 82

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

TAY CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation	1868				
" " "	1869				
" " "	1870				
" " "	1871				
" " "	1872				
" " "	1873				
" " "	1874				
" " "	1875				
" " "	1876				
" " "	1877				
" " "	1878				
" " "	1879				
" " "	1880				
" " "	1881				
" " "	1882		748 65		
" " "	1883	4,831 80			
" " "	1884	50,878 12			
" " "	1885	92,473 97			
" " "	1886	65,561 51			
" " "	1887	49,617 92			
" " "	1888	54,166 57			
" " "	1889	89,486 18			
" " "	1890	22,226 23		*	*
" " "	1801	17,114 78		*	*
" " "	1892	29,771 65		*	*
" " "	1893			*	*
" " "	1894			*	*
" " "	1895			*	*
" " "	1896			*	*
" " "	1897	10,720 50		*	*
" " "	1898			*	*
" " "	1899			*	*
" " "	1900	2,750 00		*	*
" " "	1901			*	*
" " "	1902			*	*
" " "	1903			*	*
" " "	1904			*	*
" " "	1905			*	*
" " "	1906			*	*
" " "	1907			*	*
" " "	1908			*	*
" " "	1909			*	*
" " "	1910			*	*
" " "	1911			*	*
" " "	1912			*	*
" " "	1913			*	*
Total		†489,599 23	748 65	*	*

* Included in Rideau Canal since 1890.
† Agreeing with Public Accounts, 1913, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, August 1, 1913.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

TRENT CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	309,371 31	.....	.....	.....
" since " " ..	1868	.....	.....	.....	.....
" " " " ..	1869	.....	.....	.....	.....
" " " " ..	1870	.....	.....	.....	.....
" " " " ..	1871	.....	.....	.....	.....
" " " " ..	1872	.....	.....	.....	.....
" " " " ..	1873	.....	.....	.....	.....
" " " " ..	1874	.....	.....	.....	.....
" " " " ..	1875	.....	.....	.....	.....
" " " " ..	1876	.....	.....	.....	.....
" " " " ..	1877	.....	.....	.....	.....
" " " " ..	1878	.....	.....	.....	.....
" " " " ..	1879	.....	.....	.....	.....
" " " " ..	1880	561 50	.....	1,188 92	3,568 89
" " " " ..	1881	.....	.....	2,489 93	2,233 50
" " " " ..	1882	.....	5,836 51	2,011 92	8,115 50
" " " " ..	1883	40,767 16	9,303 66	2,235 50	3,047 42
" " " " ..	1884	120,393 91	6,198 57	2,208 64	5,264 35
" " " " ..	1885	121,382 84	.....	3,303 87	4,653 50
" " " " ..	1886	75,103 30	.....	1,639 75	5,917 88
" " " " ..	1887	179,541 63	.....	1,938 08	6,008 88
" " " " ..	1888	114,879 35	.....	1,770 29	5,151 42
" " " " ..	1889	47,592 13	29,677 92	3,242 05	5,935 94
" " " " ..	1890	58,644 50	11,522 65	3,450 99	730 55
" " " " ..	1891	9,826 49	3,164 81	3,803 66	4,888 98
" " " " ..	1892	4,457 28	6,506 97	3,695 85	4,721 85
" " " " ..	1893	5,962 47	10,838 90	3,739 86	2,087 17
" " " " ..	1894	3,412 32	20,403 93	3,785 47	4,988 59
" " " " ..	1895	53,907 70	21,143 41	4,184 18	3,374 49
" " " " ..	1896	392,976 08	6,185 75	4,349 34	3,329 97
" " " " ..	1897	486,575 70	13,880 37	4,965 39	3,497 90
" " " " ..	1898	351,273 31	8,991 54	5,034 60	4,998 80
" " " " ..	1899	166,611 49	6,179 79	5,048 72	6,454 49
" " " " ..	1900	334,583 01	8,043 39	5,131 52	9,989 26
" " " " ..	1901	284,503 89	10,494 82	5,254 51	13,075 89
" " " " ..	1902	449,075 45	26,165 93	5,575 52	14,984 88
" " " " ..	1903	523,950 74	18,548 58	6,993 25	10,791 15
" " " " ..	1904	489,038 44	21,228 55	7,237 05	21,179 12
" " " " ..	1905	333,261 75	36,853 28	12,071 88	26,056 78
" " " " ..	1906	319,789 49	26,030 36	17,440 68	33,398 85
" " " " ..	1907	153,045 42	35,360 10	19,229 25	36,516 47
" " " " ..	1908	343,176 05	96,315 87	32,826 38	33,382 94
" " " " ..	1909	1,099,836 38	80,517 65	32,028 57	44,849 83
" " " " ..	1910	1,000,000 00	59,483 51	36,800 42	54,206 13
" " " " ..	1911	1,682,449 32	78,914 08	38,019 33	40,178 54
" " " " ..	1912	1,746,095 48	97,254 20	44,811 08	50,175 72
" " " " ..	1913	1,162,605 75	41,499 98	47,431 26	50,049 83
Total	....	* 12,464,651 64	796,545 08	374,937 71	527,805 46

* Total expenditure on Capital Account as above $12,464,651 64

LESS—Expenditure prior to Confederation ..... $ 309,371 31

" Year 1880 ..... 561 50

309,932 81

Agreeing with Public Accounts Balance Sheet, 1913, page 4. ..... $12,154,718 83

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

WELLAND CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		222,220 00			
Government expenditure prior to Confederation		7,416,019 83			
" since " "	1868	12,097 84		37,679 05	38,852 96
" " " "	1869	43,486 36		39,060 61	50,773 03
" " " "	1870		22,173 72	40,340 45	65,009 19
" " " "	1871		48,569 10	42,383 33	53,381 02
" " " "	1872	53,680 32	6,022 44	37,085 37	50,276 90
" " " "	1873	82,282 20	47,876 27	45,382 99	66,550 73
" " " "	1874	746,420 61		50,966 48	103,666 99
" " " "	1875	1,047,119 91		52,595 00	88,539 99
" " " "	1876	1,569,478 19	700 00	57,623 31	81,376 12
" " " "	1877	2,199,962 61		59,963 47	49,783 93
" " " "	1878	2,138,392 99		60,138 59	66,393 53
" " " "	1879	1,552,697 41		59,942 23	56,755 57
" " " "	1880	1,252,924 75		63,198 10	76,535 25
" " " "	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
" " " "	1882	603,402 17	13,664 80	74,641 51	84,374 97
" " " "	1883	549,433 29	5,979 03	109,207 21	72,707 62
" " " "	1884	432,336 21		113,276 87	90,926 97
" " " "	1885	463,505 38	6,150 21	112,670 00	91,534 66
" " " "	1886	215,380 75	1,359 00	111,660 22	69,507 48
" " " "	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
" " " "	1888	429,720 94	10,740 86	110,806 01	86,518 97
" " " "	1889	225,910 21	43,803 80	113,587 05	77,547 77
" " " "	1890	117,633 22	51,648 28	109,202 02	72,686 19
" " " "	1891	36,371 03	19,767 73	107,662 63	82,548 30
" " " "	1892	29,541 21	9,008 80	104,673 73	73,771 87
" " " "	1893	8,259 94	25,103 13	104,926 73	65,016 84
" " " "	1894	1,571 78	13,430 20	102,018 80	53,053 71
" " " "	1895	3,809 35	24,245 02	90,438 07	48,270 94
" " " "	1896	1,677 67	18,768 99	87,988 11	62,542 64
" " " "	1897	2,282 35	22,283 06	88,095 20	41,247 81
" " " "	1898		34,803 25	84,806 54	59,571 66
" " " "	1899		30,099 84	86,110 88	56,270 60
" " " "	1900	18,167 29	37,164 84	84,888 36	59,507 64
" " " "	1901	224,536 96	87,777 43	86,889 24	72,055 89
" " " "	1902	303,997 81	78,905 37	88,048 95	69,279 90
" " " "	1903	315,819 49	94,127 21	90,684 05	72,004 59
" " " "	1904	555,751 00	31,140 58	91,115 35	85,717 88
" " " "	1905	890,457 82	34,559 42	91,928 96	111,418 62
" " " "	1906	715,198 24	28,799 66	107,932 96	78,704 93
" " " "	1907	480,305 03	56,036 47	75,031 24	53,247 50
" " " "	1908	806,760 46	138,430 19	108,101 56	78,460 40
" " " "	1909	255,986 16	129,489 99	115,934 78	88,409 53
" " " "	1910	168,247 17	75,233 28	136,783 47	77,723 23
" " " "	1911	236,429 80	28,688 57	128,000 33	92,739 05
" " " "	1912	159,946 87	28,238 13	149,848 27	105,056 89
" " " "	1913	347,711 15	39,674 82	156,598 55	93,231 29
Total		*29,250,951 01	1,354,885 35	4,035,686 36	3,320,241 88

* Total expenditure as above	$ 29,250,951 01
Less expenditure by Imperial Government	222,220 00
Agreeing with Public Accounts Balance Sheet, 1913, page 4	$ 29,028,731 01
Original cost of construction, including first enlargement	$ 7,693,824 03
Enlargement, including new Welland Canal	21,557,126 98
Total expenditure as above	$ 29,250,951 01

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

WILLIAMSBURG CANAL.

—	Year ending.	Capital.				Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.			
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation being amount of original construction					1,320,655 54			
Government expenditure since Confederation	1868						5,745 97	6,442 41
" " "	1869						5,769 81	5,670 88
" " "	1870						5,573 13	6,546 16
" " "	1871						6,382 17	5,308 41
" " "	1872					1,077 00	5,542 94	3,230 07
" " "	1873						6,424 49	7,347 75
" " "	1874						6,857 19	7,395 92
" " "	1875						6,547 62	4,110 29
" " "	1876						7,418 39	11,690 98
" " "	1877						7,388 68	10,053 61
" " "	1878						7,430 11	4,449 78
" " "	1879						7,517 20	3,549 71
" " "	1880						7,590 15	3,999 77
" " "	1881						7,572 35	5,020 73
" " "	1882						7,589 44	7,447 69
" " "	1883				13 19		7,423 48	7,299 39
" " "	1884				2,473 44		7,757 04	7,349 37
" " "	1885		70,764 07	32,473 05	103,237 12		7,696 67	8,198 03
" " "	1886		78,014 92	71,820 79	149,835 71		7,671 54	7,847 05
" " "	1887		32,862 02	82,990 98	115,853 00		7,635 54	7,904 76
" " "	1888		16,628 95	53,499 34	70,128 29	1,613 67	7,646 79	8,190 13
" " "	1889		37,661 15	22,206 11	59,867 26		7,485 28	8,794 61
" " "	1890		126,417 42	12,660 95	139,078 37		8,954 53	8,191 69
" " "	1891	2,853 76	172,779 88	55,036 96	230,670 60		8,678 25	7,987 40
" " "	1892		218,511 17	158,034 15	376,545 32	797 83	9,458 33	8,551 32
" " "	1893		154,524 01	217,669 28	372,193 29	3,675 00	8,676 03	8,347 97
" " "	1894		223,992 81	274,397 42	498,390 23		10,230 09	7,029 95
" " "	1895		118,464 53	228,892 70	347,357 23	13,720 36	9,675 09	7,371 37
" " "	1896	4,980 00	150,744 16	286,396 96	442,121 12	8,607 04	9,588 51	9,036 00
" " "	1897		262,793 78	205,480 55	468,274 33	3,880 76	8,697 54	8,210 71
" " "	1898	231,321 44	734,492 07	116,072 55	1,081,886 06		10,708 66	8,03 84

"	"	"	.....	1899	346,956 54	987,186 44	57,869 18	1,392,012 16	7,410 00	9,960 64	10,000 00
"	"	"	.....	1900	100,534 64	752,799 27	14,298 74	867,632 65	4,137 04	11,090 06	10,897 79
"	"	"	.....	1901	111,158 39	390,112 78	76,501 57	577,772 74	.....	12,342 32	11,755 09
"	"	"	.....	1902	42,209 89	421,945 81	137,818 22	601,973 92	.....	14,403 28	13,673 26
"	"	"	.....	1903	10,266 92	320,354 92	18,483 34	349,105 18	.....	15,246 91	20,092 79
"	"	"	.....	1904	18,700 00	256,536 30	26,774 27	302,010 57	1,978 85	20,570 17	19,430 05
"	"	"	.....	1905	8,108 99	292,337 29	8,109 98	{ 8,209 63 / 308,556 26 }	5,573 69	23,399 45	21,492 46
"	"	"	.....	1906	.....	140,920 65	.....	140,920 65	20,493 00	17,289 42	16,148 66
"	"	"	.....	1907	.....	45,782 52	754 91	46,537 43	18,405 65	13,953 58	8,501 57
"	"	"	.....	1908	.....	100,312 81	.....	100,312 81	16,635 15	19,441 86	18,563 82
"	"	"	.....	1909	.....	11,987 59	.....	11,987 59	3,744 50	22,638 02	23,454 80
"	"	"	.....	1910	.....	.....	.....	.....	.....	20,682 88	29,645 76
"	"	"	.....	1911	.....	.....	.....	.....	2,622 39	21,893 61	21,681 75
"	"	"	.....	1912	.....	.....	.....	3,200 00	43,965 21	25,753 98	26,875 25
"	"	"	.....	1913	.....	1,372 82	.....	1,372 82	88,974 46	32,269 54	28,214 13
Total					877,090 57	6,120,300 14	2,158,242 00	*10,490 184 51	247,211 60	520,270 13	501,033 93

* Original construction ..... $ 1,320,655 54
Cost of enlargement 9,169,528 97

Total $10,490,184 51

Included in total cost of St. Lawrence River and Canals, *see* page 52.

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, August 1, 1913.

STATEMENT showing amount expended on Construction and Enlargement of Canals, to March 31, 1913.

Canal.	Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Beauharnois	1,636,690 26		1,636,690 26
Carillon and Grenville	*63,053 64	4,119,039 32	4,182,092 96
Chambly	637,214 66	91,784 83	728,999 49
Cornwall	1,945,624 73	5,297,179 48	7,242,804 21
Culbute	382,391 46		382,391 46
Lachine	2,589,532 85	10,815,438 11	13,404,970 96
Lake St. Francis		75,906 71	75,906 71
Lake St. Louis		298,176 11	298,176 11
Murray	1,248,946 71		1,248,946 71
Rideau	4,127,454 21		4,127,454 21
Sault Ste. Marie	4,987,498 24		4,987,498 24
Soulanges	7,696,439 46		7,696,439 46
Ste. Anne's	134,456 51	1,035,759 12	1,170,215 63
St. Lawrence River and Canals	18,442 85	3 451,470 56	3,469,913 41
St. Ours	121,537 65	4,306 28	125,843 93
St. Peter's	648,547 14		648,547 14
Tay	489,599 23		489,599 23
Trent	12,464,651 64		12,464,651 64
Welland	7,693,824 03	21,557,126 98	29,250,951 01
Williamsburg — Farran's Point		877,090 57	10,490,184 51
Williamsburg — Galops		6,120,300 14	
Williamsburg — Rapide Plat		2,158,242 00	
Williamsburg — Williamsburg	1,320,655 54	13,896 26	
Total	48,206,560 81	55,915,716 47	104,122,277 28

* Construction by Imperial Government not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

RECAPITULATION.*

YEARLY Expenditure on Canals and Revenue received to March 31, 1913.

———	Year ending.	Capital.	Income.	Staff.	Repairs.	Revenue received.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation, including Imperial Government expenditure.....	.....	20,593,866 13	98,378 46	.....	.....	.....
Government expenditure since Confederation. ...	1868	33,784 06	95,347 79	113,084 50	101,646 44	403,879 19
" " ..	1869	126,898 20	55 00	116,069 76	118,579 31	400,263 32
" " .	1870	.....	90,355 96	120,403 02	150,176 70	414,687 02
" " ..	1871	.....	116,429 54	135,040 81	140,467 52	488,538 76
" " ..	1872	255,645 75	33,289 27	124,137 09	152,086 25	466,847 52
" " ..	1873	256,547 27	127,369 55	148,581 18	186,573 13	486,433 26
" " ..	1874	1,189,591 91	51,037 05	167,194 40	213,613 86	510,755 99
" " ..	1875	1,714,830 37	479 00	168,401 21	203,226 85	414,979 59
" " ..	1876	2,388,733 46	810 75	178,411 80	190,578 45	390,337 04
" " .	1877	4,131,374 30	22 30	179,661 40	138,448 51	390,857 37
" " ..	1878	3,843,338 62	.....	187,521 31	122,251 60	373,814 17
" " ..	1879	3,064,098 61	.....	191,892 44	115,349 99	337,675 13
" " ..	1880	2,123,366 34	.....	195,039 33	147,167 52	341,598 14
" " ..	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" " ..	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
" " ..	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" " ..	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" " ..	1885	1,504,621 47	58,298 29	280,226 20	201,708 47	321,289 47
" " ..	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" " .	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" " ..	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" " ..	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" " ..	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" " ..	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" " ..	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" " ..	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
" " ..	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
" " ..	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" " ..	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" " ..	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
" " ..	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
" " ..	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
" " ..	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
" " ..	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 69
" " ..	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 68
" " ..	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
" " ..	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	† 79,536 51
" " ..	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
" " ..	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 76
" " ..	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
" " ..	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 13
" " ..	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 26
" " ..	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 28
" " ..	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 49
" " ..	1912	2,554,938 91	384,860 73	585,899 54	555,709 95	264,114 48
" " ..	1913	2,255.448 21	292,960 26	605,248 57	535,135 66	307,567 66
Total.....	.....	104,122,277 28	7,286,123 39	13,397,764 20	11,051,278 87	14,949,174 77

* This does not include expenditure which has been charged to Canals General but only the amount expended on specified canals.

† Canal tolls abolished this year.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANAL,
OTTAWA, August 1, 1913.

CANAL REVENUE STATEMENT FOR YEAR ENDING MARCH 31, 1913.

Canal Revenue.			Hydraulic and other Rents, &c.	Total.	Collection Divisions. 1912-13.	Deposits to the credit of the Receiver General.		Total.	Cost of Staff, Repairs and Offices of Collection, chargeable to Revenue.
Wharfage, Storage, Harbour Dues, &c.	Port Colborne Elevator.	Total Canal Revenue Accrued.				On Account Canal Revenue.	On Account Hydraulic and other Rents.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.
			580 00	580 00	*Welland Canal*		580 00	580 00	233,445 59
28 40		28 40	7,811 93	7,840 33	Port Colborne	28 40	7,811 93	7,840 33	3,274 00
373 24		373 24	42,080 16	42,453 40	Port Dalhousie	373 24	42,080 16	42,453 40	2,722 30
	60,828 06	60,828 06		60,828 06	Port Colborne Elevator	60,828 06		60,828 06	26,053 85
401 64	60,828 06	61,229 70	50,472 09	111,701 79	Totals	61,229 70	50,472 09	111,701 79	265,495 74
			898 74	898 74	*St. Lawrence Canals*		898 74	898 74	459,699 14
			14,944 89	14,944 89	Beauharnois		14,941 89	14,944 89	
1,728 19		1,728 19	8,835 75	10,563 94	Cornwall	1,728 19	8,835 75	10,563 94	2,031 10
26 30		26 30	2,770 00	2,796 30	Cardinal	26 30	2,770 00	2,796 30	1,158 81
1,600 18		1,600 18		1,600 18	Lachine	1,600 18		1,600 18	2,796 19
14,090 01		14,090 01	128,687 86	142,777 87	Montreal	14,090 01	128,687 86	142,777 87	9,228 30
					Kingston				720 00
78 00		78 00	3,107 00	3,185 00	Soulanges	78 00	3,107 00	3,185 00	1,930 35
17,522 68		17,522 68	159,244 24	176,766 92	Totals	17,522 68	159,244 24	176,766 92	477,563 89
			594 50	594 50	*Chambly Canal*		594 50	594 50	86,487 06
			55 00	55 00	Chambly		55 00	55 00	1,518 87
			62 00	62 00	St. John's		62 00	62 00	1,782 60
					St. Ours				766 55
			711 50	711 50	Totals		711 50	711 50	90,555 08
			311 20	311 20	*Ottawa Canals*		311 20	311 20	51,417 24
					Ottawa				
			5 00	5 00	Grenville		5 00	5 00	780 90
			380 00	380 00	Carillon		380 00	380 00	957 05
			32 00	32 00	Ste. Anne's Lock		32 00	32 00	1,115 70
			1 00	1 00	Chats Falls Canal		1 00	1 00	
			729 20	729 20	Totals		729 20	729 20	54,270 89

			1,949 00	1,949 00	*Rideau Canal*		1,949 00	1,949 00	153,113 44
488 00		488 00	3,132 55	3,620 55	Ottawa	488 00	3,132 55	3,620 55	1,852 16
			323 00	323 00	Kingston Mills		323 00	323 00	501 65
100 00		100 00	106 20	206 20	Smith's Falls	100 00	106 20	206 20	498 35
588 00		588 00	5,510 75	6,098 75	Totals	588 00	5,510 75	6,098 75	155,965 60
			2 00	2 00	*St. Peter's Canal*		2 00	2 00	6,169 27
					Totals				6,169 27
			188 00	188 00	*Murray Canal*		188 00	188 00	8,992 44
			12 00	12 00	Cornwall		12 00	12 00	
			200 00	200 00	Totals		200 00	200 00	8,992 44
			1,300 00	1,300 00	*Trent Valley Canal*		1,300 00	1,300 00	97,881 05
			9,566 51	9,566 51	Peterborough		9,566 51	9,566 51	220 00
			10,866 51	10,866 51	Totals		10,866 51	10,866 51	98,101 05
			513 49	513 49	*Sault Ste. Marie Canal*		513 49	513 49	56,243 72
18,512 32	60,828 06	79,340 38	228,249 78	307,590 16	Totals	79,340 38	228,249 78	307,590 16	1,213,357 68
					Dredge Vessels				21,825 05
					Inspection				
					Department of Public Printing and Stationery				730 67
					General				25,841 29
			22 50	22 50	Less Refund (St. Peter's Canal.)		22 50	22 50	
18,512 32	60,828 06	79,440 38	228,227 28	307,567 66	Grand Totals	79,340 38	228,227 28	307,567 66	1,261,754 69
					Net Revenue			307,567 66	

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, August 1, 1913.

GENERAL STATEMENT of the Revenue received on the Canals for the year ending March 31, 1913.*

Canals.	Hydraulic and other rents.	Lock house rents.	Miscellaneous Canal revenue.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.
Welland	49,892 09	580 00	61,229 70	111,701 79
Williamsburg	2,770 00	311 00	26 30	3,107 30
Cornwall	8,835 75		1,728 19	10,563 94
Beauharnois	14,944 89			14,944 89
Lachine	128,687 86	196 74	15,690 19	144,574 79
Chambly	117 00	594 50		711 50
Rideau	3,561 75	1,949 00	588 00	6,098 75
Trent	9,566 51	1,300 00		10,866 51
Sault Ste. Marie	513 49			513 49
Carillon and Grenville	385 00	191 20		576 20
Soulanges	3,107 00	391 00	78 00	3,576 00
Sundry Canals	24 50	308 00		332 50
	222,405 84	5,821 44	79,340 38	307,567 66

*Amount deposited to the Credit of the Receiver General	$ 309,072 10	
Less Refunds on Cancelled Leases	1,504 44	$ 307,567 66
Net amount of Revenue		$ 307,567 66

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

STATEMENT of Hydraulic and other rents, showing rent accrued, paid and balances yet due March 31, 1913.

Balance due April 1, 1912.	Hydraulic and other rents accrued 1912-13.	Lock House rents.	Totals.	Canals.	Abatement for overcharges	Depo-ited to the credit of the Receiver General.		Balance due March 31, 1913	Totals.
						Lock House rents.	Hydraulic rents.		
$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
83,226 28	56,908 51	580 00	140,714 79	....Welland	17,431 57	580 00	49,892 09	72,811 13	140,714 79
5,303 17	3,429 00	311 00	9,043 17	....Williamsburg	1 00	311 00	2,770 00	5,961 17	9,043 17
4,799 12	7,605 50	.....	12,404 62	....Cornwall	.....	.....	8,835 75	3,568 87	12,404 62
7,256 19	14,866 54	.....	22,122 73	....Beauharnois	.....	.....	14,944 89	7,177 84	22,122 73
37,148 01	125,386 53	196 74	162,731 28	....Lachine	1,676 97	196 74	128,687 86	32,169 71	162,731 28
885 84	118 00	594 50	1,598 34	....Chambly	.....	594 50	117 00	886 84	1,598 34
6,329 95	4,301 50	1,949 00	12,580 45	....Rideau	435 59	1,949 00	3,561 75	6,634 11	12,580 45
1,367 80	9,222 18	1,300 00	11,889 98	..Trent	40 14	1,300 00	9,566 51	983 33	11,889 98
80 00	511 00	.....	591 00	...Sault Ste. Marie	.....	.....	513 49	77 51	591 00
27,905 08	595 00	191 20	28,691 28	....Carillon and Grenville	.....	191 20	385 00	28,115 08	28,691 28
.....	3,107 00	391 00	3,498 00	....Soulanges	.....	391 00	3,107 00	.....	3,498 00
11 00	41 00	308 00	360 00	....Sundry Canals	22 50	308 00	24 50	5 00	360 00
174,312 44	226,091 76	5,821 44	406,225 64	Totals	19,607 77	5,821 44	222,405 84	158,390 59	406,225 64

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August, 1, 1913.

RECAPITULATION—STATEMENT OF EXPENDITURE BY CANAL TO MARCH 31, 1913.

Canals.	Capital.	Income.	Staff.	Repairs.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Baie Verte		44,387 53			44,387 53
Beauharnois	1,636,690 26	265,810 84	649,574 89	525,691 23	3,077,767 22
Carillon and Grenville	4,182,092 96	340,967 21	709,496 19	516,589 21	5,749,145 57
Chambly	728,999 49	727,097 75	841,414 37	787,829 80	3,085,341 41
Cornwall	7,242,804 21	518,415 99	1,303,105 20	822,141 38	9,886,466 78
Culbute Lock	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Lachine	13,404.970 96	1,368,025 41	2,351,419 65	1,707,563 09	18,831,979 11
Lake St. Francis	75,906 71	25,043 68			100,950 39
Lake St. Louis	298,176 11				298,176 11
Murray	1,248,946 71	97,608 23	117,189 52	84,378 73	1,548,123 19
Rideau	4,127,454 21	489,520 51	1,481,031 84	1,403,878 63	7,501,885 19
Sault Ste. Marie	4,987,498 24	280,098 04	315,401 90	265,623 07	5,848,621 25
Soulanges	7,696,439 46	102,663 96	383,374 29	336,861 63	8,519,339 34
Ste. Anne's Lock	1,170,215 63	69,621 46	100,562 87	122,735 32	1,463,135 28
St. Lawrence Riv. and Canals	3,469,913 41	128,298 11			3,598,211 52
St. Ours' Lock	125,843 93	172,664 17	101,239 95	86,783 40	486,531 45
St. Peters'	648,547 14	195,486 45	101,551 85	35,085 96	980,671 40
Tay	489,599 23	748 65			490,347 88
Trent	12,464,651 64	796,545 08	374,937 71	527,805 46	14,163,939 89
Welland	29,250,951 01	1,354,885 35	4,035,686 36	3,320,241 88	37,961,764 60
Williamsburg	1,334,551 80				
" Farran's Point	877,090 57	247 11 0	520,270 13	501,033 93	11,758,800 17
" Galops	6,120,300 14				
" Rapide Plat	2,158,242 00				
	104,122,277 28	7,286,123 39	13,397,764 20	11,051,278 87	135,857,443 74
*Expendit. on Canals General					2,450,635 77
Total expenditure on Canals					138,308,079 51

*See page 85.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

ANNAPOLIS AND DIGBY RAILWAY.

——	Year.	Capital.	Income Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
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" " "	1888		
" " "	1889	9,847 27	
" " "	1890	381,942 75	
" " "	1891	196,869 36	
" " "	1892	26,129 89	
" " "	1893	2,190 62	
" " "	1894	1,675 36	
" " "	1895	570 55	
" " "	1896		
" " "	1897	41,457 29	
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		8,381 82
" " "	1902		
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" " "	1910		
" " "	1911		
" " "	1912		
" " "	1913		
Total		*660,683 09	8,381 82

* Of this amount Parliament voted, under 52 Vic., chap. 8, the sum of $500,000 as a subsidy to the Western Counties Railway, N.S.

W. C. LITTLE,
Accountant.

CANADA EASTERN RAILWAY.

	Year.	Capital.
		$ cts.
Government expenditure prior to Confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
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" " "	1904	
" " "	1905	800,000 00
" " "	1906	
" " "	1907	
" " "	1908	19,000 00
" " "	1909	
" " "	1910	
" " "	1911	
" " "	1912	
" " "	1913	
Total		* 819,000 00

* Included in total cost of Intercolonial Railway system, page 75.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including subsidy of $25,000,000.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation				
" since "	1868			
" " "	1869			
" " "	1870			
" " "	1871	30,148 32		
" " "	1872	489,428 16		
" " "	1873	561,818 44		
" " "	1874	310,224 88		
" " "	1875	1,546,241 67		
" " "	1876	3,346,567 06		
" " "	1877	1,691,149 97		
" " "	1878	2,228,373 13		
" " "	1879	2,240,285 47		
" " "	1880	4,044,522 72	78,892 01	104,975 69
" " "	1881	4,968,503 93	236,944 98	291,498 06
" " "	1882	(1) 4,589,075 79	1,786 20	
" " "	1883	(2) 10,033,800 04	266 09	
" " "	1884	(3) 11,192,722 02	327 02	
" " "	1885	(4) 9,900,281 53		
" " "	1886	(5) 3,672,584 81		
" " "	1887	(6) 915,057 49		
" " "	1888	52,098 65		
" " "	1889	86,716 07		
" " "	1890	40,980 54		
" " "	1891	37,367 00		
" " "	1892	66,211 39		
" " "	1893	413,836 49		
" " "	1894	146,539 87		
" " "	1895	49,209 77		
" " "	1896	65,669 49		
" " "	1897	14,054 50		
" " "	1898	692 17		
" " "	1899	8,418 53		
" " "	1900	236 11		
" " "	1901	8,978 87		
" " "	1902	448 70		
" " "	1903			
" " "	1904	33,076 39		
" " "	1905			
" " "	1906			
" " "	1907			
" " "	1908	600 00		
" " "	1909	937 77		
" " "	1910			
" " "	1911	2,918 35		
" " "	1912			
" " "	1913			
Total		*62,789,776 09	318,216 30	396,473 75

* Agrees with Public Accounts Balance Sheet, 1912–1913, page 8.

(1) Including ..... $ 2,210,000 00 on account subsidy.
(2) " ..... 5,323,076 60 "
(3) " ..... 7,254,208 27 "
(4) " ..... 6,862,201 00 "
(5) " ..... 2,890,427 00 "
(6) " ..... 460,087 13 "

†$25,000,000 00

† *See* also statement page 87 and following for the expenditure.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

W. C. LITTLE,
Accountant.

CAPE BRETON RAILWAY.

	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
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" " "	1886		
" " "	1887	76,501 89	
" " "	1888	689,450 50	
" " "	1889	1,083,276 60	
" " "	1890	1,170,523 62	
" " "	1891	521,441 62	
" " "	1892	99,936 96	
" " "	1893	59,982 74	
" " "	1894	158,770 61	
" " "	1895	*	
" " "	1896	*	
" " "	1897	405 00	
" " "	1898	389 60	
" " "	1899		
" " "	1900		
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" " "	1909		
" " "	1910		
" " "	1911		
" " "	1912		
" " "	1913		
Total		$3,860,679 14	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
† Included in total cost of Intercolonial Railway system, see page 75.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

CARLETON BRANCH RAILWAY.

	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since. "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
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" " "	1885		
" " "	1886	85,610 69	
" " "	1887	2,299 62	
" " "	1888	500 17	
" " "	1889		
" " "	1890		
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" " "	1912		
" " "	1913		
Total		88,410 48	
* Less amount received from city of St. John, N.B.		40,000 00	
		48,410 48	

* Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John, N.B., for the sum of $40,000, which sum was paid in March, 1893, to the Receiver General.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

DRUMMOND COUNTY RAILWAY.

	Year.	Construction.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation	...	...	...
" since "	1868	...	...
" " "	1869	...	...
" " "	1870	...	...
" " "	1871	...	...
" " "	1872	...	...
" " "	1873	...	...
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" " "	1897	...	...
" " "	1898	...	...
" " "	1899	...	...
" " "	1900	1,459,000 00	...
" " "	1901	...	...
" " "	1902	5,000 00	...
" " "	1903	...	...
" " "	1904	...	...
" " "	1905	...	...
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" " "	1909	...	...
" " "	1910	...	...
" " "	1911	...	...
" " "	1912	...	...
" " "	1913	...	...
Total	...	*1,464,000 00	...

* Included in total cost of Intercolonial Railway system, page 75.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

EASTERN EXTENSION RAILWAY.

——	Year.	Capital.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation				
" since "	1868			
" " "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
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" " "	1883			
" " "	1884	1,284,311 97	10,033 77	30,767 66
" " "	1885	2,055 92	78,273 65	73,050 01
" " "	1886	183 79	94,756 06	66,893 11
" " "	1887		94,254 04	64,107 10
" " "	1888		90,954 73	70,552 20
" " "	1889	34,235 73	90,719 04	72,436 65
" " "	1890		79,102 77	84,658 95
" " "	1891	3,255 40	*	†
" " "	1892		*	†
" " "	1893		*	†
" " "	1894		*	†
" " "	1895		*	†
" " "	1896		*	†
" " "	1897		*	†
" " "	1898		*	†
" " "	1899		*	†
" " "	1900		*	†
" " "	1901		*	†
" " "	1902		*	†
" " "	1903		*	†
" " "	1904		*	†
" " "	1905		*	†
" " "	1906		*	†
" " "	1907		*	†
" " "	1908		*	†
" " "	1909		*	†
" " "	1910		*	†
" " "	1911		*	†
" " "	1912		*	†
" " "	1913		*	†
Total		‡ 1,324,042 81	538,094 06	462,465 68

* Included in Intercolonial Railway expenses. † Included in Intercolonial Railway revenue.
‡ Included in total cost of Intercolonial Railway system, page 75.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

HUDSON BAY RAILWAY.

—	Year.	Capital.
		$ cts.
Government expenditure prior to Confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
" " "	1874	
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" " "	1907	
" " "	1908	
" " "	1909	92,427 83
" " "	1910	53,042 63
" " "	1911	184,149 81
" " "	1912	159,632 00
" " "	1913	1,009,063 15
Total		1,588,315 42

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

—	Year.	Construction.	Income.	Working Expenses including Windsor Branch Ry.	Revenue received, including Windsor Branch Ry.
		$ cts.	$ cts.	$ cts.	$ cts.
Expenditure prior to Confederation		10,766,725 54			
" since " "	1868	483,353 65		359,961 08	420,752 58
" " " "	1869	282,615 18		387,548 47	455,022 76
" " " "	1870	1,729,381 49		445,208 75	471,245 09
" " " "	1871	2,916,782 13		442,993 31	565,713 52
" " " "	1872	5,131,141 51		595,076 22	622,900 56
" " " "	1873	5,201,450 37		1,011,892 60	703,458 26
" " " "	1874	3,614,898 81		1,847,175 24	893,430 17
" " " "	1875	3,426,099 55		1,532,589 62	861,593 43
" " " "	1876	1,108,321 59		1,277,197 79	848,861 46
" " " "	1877	1,318,352 19		1,661,673 55	1,154,445 35
" " " "	1878	408,816 74		1,811,273 56	1,378,946 78
" " " "	1879	226,639 19		2,010,183 22	1,294,099 69
" " " "	1880	2,048,014 60		1,607,956 70	1,520,310 45
" " " "	1881	608,732 80		1,780,353 53	1,777,856 76
" " " "	1882	585,568 79		2,080,592 37	2,100,315 85
" " " "	1883	1,616,632 96		2,383,477 20	2,395,034 99
" " " "	1884	1,405,377 52		2,366,719 95	2,376,666 19
" " " "	1885	1,195,363 08		2,460,229 87	2,392,605 00
" " " "	1886	544,958 17		2,568,473 10	2,406,858 88
" " " "	1887	823,070 86		2,854,158 91	2,621,337 41
" " " "	1888	742,203 09		3,300,481 94	2,937,337 40
" " " "	1889	655,228 13		3,174,785 19	2,923,736 46
" " " "	1890	365,246 48		3,500,455 80	2,958,243 38
" " " "	1891	79,929 34		3,691,273 65	3,007,630 51
" " " "	1892	168,101 77		3,458,891 39	2,978,950 82
" " " "	1893	228,984 79		3,062,207 45	3,099,815 20
" " " "	1894	166,362 43		2,999,317 07	3,020,485 74
" " " "	1895	327,034 51		2,964,940 98	2,979,795 59
" " " "	1896	259,105 23		3,029,304 08	2,994,201 93
" " " "	1897	145,142 00		2,936,789 71	2,906,631 25
" " " "	1898	252,367 20	70,000 00	3,275,830 14	3,154,896 49
" " " "	1899	1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
" " " "	1900	1,796,348 29		4,444,296 25	4,599,423 14
" " " "	1901	3,633,836 57		5,477,285 30	5,019,497 76
" " " "	1902	4,621,841 05		5,596,939 57	5,720,990 50
" " " "	1903	2,254,266 68		6,214,496 38	6,366,884 53
" " " "	1904	†1,880,856 60		7,264,263 13	6,392,865 48
" " " "	1905	3,937,621 93		8,535,689 91	6,833,561 50
" " " "	1906	‡3,765,170 90		7,599,400 33	7,693,282 40
" " " "	1907	1,506,209 26		6,045,597 15	6,293,751 52
" " " "	1908	4,363,494 01		9,195,347 64	9,229,989 21
" " " "	1909	3,867,232 16		9,364,256 10	8,583,100 79
" " " "	1910	1,278,409 45		8,668,620 23	9,328,888 97
" " " "	1911	762,869 06		9,613,774 77	9,911,974 83
" " " "	1912	1,710,448 56		10,624,889 89	10,666,962 44
" " " "	1913	2,391,987 53		12,009,953 31	12,052,729 39
Total		*87,684,523 68	280,000 00	180,046,381 70	172,692,640 49

*Continued page 76.

* Including $296,872.90 paid to Nova Scotia Ry. and European and North American Ry., N.B., and charged to 'Consolidated Fund.'

† Expenditure for year $1,894,856 90
Less refunds of previous years 14,000 30
$1,880,856 60

‡ Expenditure for the year $3,760,942 95
Add refunded cheque of 1901-2 paid during fiscal year 1905-6 ..... 4,227 95
$3,765,170 90

INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of construction as shown on page 75		†$87,684,523 68
Less amounts transferred from Capital to Consolidated Fund as follows:—		
European and North American Railway from 1868 to 1873	$ 88,363 18	
Nova Scotia Railway from 1868 to 1873	208,509 72	
		296,872 90
		$87,387,650 78
To which add the following—		
Canada Eastern Railway, page 68		819,000 00
Cape Breton Railway, page 70		3,860,679 14
Drummond County Railway, page 72		1,464,000 00
Eastern Extension Railway, page 73		1,324,042 81
Montreal and European Short Line Railway, page 77		333,942 72
Oxford and New Glasgow, page 79		1,949,063 21
Total capital cost of Intercolonial Railway System		*$97,138,378 66

* Agreeing, less outstanding cheques, with Public Accounts, 1912-1913, page 4.

† Includes $220.48, amount of an Exchequer Court award in 1907 against the Oxford and New Glasgow Railway.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

	Year.	Construction.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since " "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
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" " "	1884		
" " "	1885	49,587 45	
" " "	1886	135,214 38	
" " "	1887	24,157 32	
" " "	1888	397 35	
" " "	1889		
" " "	1890		
" " "	1891	124,568 23	
" " "	1892		
" " "	1893		
" " "	1894	17 99	
" " "	1895		
" " "	1896		
" " "	1897		
" " "	1898		
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" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
" " "	1911		
" " "	1912		
" " "	1913		
Total		*333,942 72	

* Included in total cost of Intercolonial Railway system, page 75.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

NATIONAL TRANSCONTINENTAL RAILWAY.

	Year.	Construction.
		$ cts.
Government expenditure prior to Confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
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" " "	1900	
" " "	1901	
" " "	1902	
" " "	1903	
" " "	1904	6,249 40
" " "	1905	778,491 28
" " "	1906	1,841,269 95
" " "	1907	5,537,867 50
" " "	1908	18,910.449 41
" " "	1909	24,892,422 68
" " "	1910	19,968,126 86
" " "	1911	23,488,208 40
" " "	1912	21,110,683 05
" " "	1913	13,766,916 39
Total		* 130,300,684 92

* Agrees with Public Accounts Balance Sheet, 1912-1913, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

OXFORD AND NEW GLASGOW RAILWAY.

—	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
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" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887		
" " "	1888	280,932 35	
" " "	1889	840,553 57	
" " "	1890	434,074 60	
" " "	1891	220,886 39	
" " "	1892	48,745 23	
" " "	1893	7,922 80	
" " "	1894	112,382 75	
" " "	1895	*	
" " "	1896	*	
" " "	1897	3,565 52	
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
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" " "	1907	*	
" " "	1908		
" " "	1909		
" " "	1910		
" " "	1911		
" " "	1912		
" " "	1913		
Total ...		‡ 1,949,063 21	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.

‡ Included in total cost of Intercolonial Railway system, page 75. Add $220.48 amount of Exchequer Court Award paid in 1907 and included in Intercolonial Ry.

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, August 1, 1913.

PRINCE EDWARD ISLAND RAILWAY.

	Year.	Construction.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation.....	.....	3,114,735 11	.....	.....
" since " ...	1874	.....	750 00	.....
" " " ...	1875	46,086 63	49,344 62	24,493 99
" " " ...	1876	42,546 10	219,930 43	118,060 96
" " " ...	1877	200,000 00	228,595 25	130,664 92
" " " ..	1878	6,551 86	221,599 49	135,899 60
" " " ...	1879	40,129 05	223,313 12	125,855 91
" " " ...	1880	16,539 82	164,640 55	113,851 11
" " " ...	1881	.....	203,122 88	131,131 43
" " " ...	1882	402 03	228,259 97	137,267 54
" " " ...	1883	57,186 02	252,808 41	146,170 42
" " " ...	1884	130,663 38	236,428 13	144,504 12
" " " ...	1885	76,956 56	211,207 01	158,588 06
" " " ...	1886	4,668 33	216,744 34	155,584 36
" " " ...	1887	5,800 00	204,237 45	155,303 37
" " " ...	1888	.....	229,639 95	158,363 62
" " " ...	1889	.....	247,559 44	171,369 56
" " " ...	1890	.....	266,485 85	160,971 78
" " " ...	1891	.....	257,990 08	174,258 05
" " " ..	1892	8,300 49	289,706 38	157,442 69
" " " ...	1893	.....	226,422 17	162,690 42
" " " ...	1894	.....	226,891 06	158,533 83
" " " ...	1895	.....	232.905 19	149,654 78
" " " ...	1896	.....	225,138 56	146,476 54
" " " ..	1897	.....	240,489 90	153,443 13
" " " ...	1898	17,541 88	231,418 74	158,950 61
" " " ...	1899	22,000 00	218,053 01	165,012 03
" " " ...	1900	53,546 02	220,931 81	174,738 73
" " " ...	1901	280,173 93	261,766 24	193,883 48
" " " ...	1902	475,997 94	270,159 97	197,999 93
" " " ...	1903	829,414 18	259,637 82	217,714 24
" " " ...	1904	698,877 47	335,695 44	234,390 03
" " " ...	1905	591,412 65	370,464 44	217,330 61
" " " ...	1906	496,124 89	294,253 16	257,270 57
" " " ...	1907	91,710 52	283,148 50	215,434 97
" " " ...	1908	390,461 83	399,947 79	304,579 83
" " " ...	1909	561,206 90	400,330 41	311,319 63
" " " ...	1910	206,396 97	427,283 73	319,074 74
" " " ...	1911	94,320 56	424,104 00	337,419 55
" " " ...	1912	128,041 91	449,962 91	367,203 39
" " " ..	1913	103,001 03	489,972 34	389,474 07
Total.....	.....	*8,790,794 06	10,441,340 54	7,332,376 60

* Agrees with Public Accounts Balance Sheet, 1912-1913, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

QUEBEC BRIDGE.

	Year.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure prior to Confederation	1868		
" since "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
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" " "	1908		
" " "	1909		422,867 12
" " "	1910		111,788 02
" " "	1911	227,563 40	
" " "	1912	603,293 07	
" " "	1913	1,512,825 96	
Total		2,343,682 43	534,655 14
Less amount received from the Phœnix Bridge Co., 1910			100,000 00
Total		2,343,682 43	434,655 14

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

YUKON TERRITORY WORKS.

(Stikine-Teslin Railway.)

	Year.	Construction.
		$ cts.
Government expenditure prior to Confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
" " "	1874	
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" " "	1899	
" " "	1900	
" " "	1901	
" " "	1902	283,323 55
" " "	1903	
" " "	1904	
" " "	1905	
" " "	1906	
" " "	1907	
" " "	1908	
" " "	1909	
" " "	1910	
" " "	1911	
" " "	1912	
" " "	1913	
Total.		*283,323 55

* Included in Public Accounts Balance Sheet, 1902–1903, page 6.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

STATEMENT showing amount expended on Capital Account on Railways.

Railways.	—	—
	$ cts.	$ cts.
Intercolonial	87,387,650 78	
Cape Breton	3,860,679 14	
Oxford and New Glasgow	1,949,063 21	
Eastern Extension	1,324,042 81	
Drummond County	1,464,000 00	
Montreal and European Short Line	333,942 72	
Canada Eastern	819,000 00	
Total		97,138,378 66
Carleton Branch		48,410 48
Prince Edward Island		8,790,794 06
Canadian Pacific		62,789,776 09
Annapolis and Digby		660,683 09
Yukon Territory Works (Stikine-Teslin Ry)		283,323 55
National Transcontinental		130,300,684 92
Governor General's Car		71,538 87
Hudson Bay Railway		1,588,315 42
Total		301,671,905 09
Memo re Recapitulation—Railway.		
Total cost as per statement above		301,671,905 09
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, *see* statement page 75		296,872 90
Agreeing with total amount paid on Construction, as per statement, page 84		301,968,777 99

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

RECAPITULATION—GOVERNMENT RAILWAYS.

	Year.	Construction.	Working expenses.	Revenue.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	13,881,460 65	.....	.....
" since "	1868	483,353 65	359,961 08	420,752 58
" " "	1869	282,615 18	387,548 47	455,022 76
" " "	1870	1,729,381 49	445,208 75	471,245 09
" " "	1871	2,946,930 45	442,993 31	565,713 52
" " "	1872	5,620,569 67	595,076 22	622,900 56
" " "	1873	5,763,268 81	1,011,892 60	703,458 26
" " "	1874	3,925,123 69	1,847,925 24	893,430 17
" " "	1875	5,018,427 85	1,581,934 24	886,087 42
" " "	1876	4,497,434 75	1,497,128 22	966,922 42
" " "	1877	3,209,502 16	1,890,268 80	1,285,110 27
" " "	1878	2,643,741 73	2,032,873 05	1,514,846 38
" " "	1879	2,507,053 71	2,233,496 34	1,419,955 60
" " "	1880	6,109,077 14	1,851,489 26	1,739,137 25
" " "	1881	5,577,236 73	2,220,421 39	2,200,486 25
" " "	1882	5,175,046 61	2,310,638 54	2,237,583 39
" " "	1883	11,707 619 02	2,636,551 70	2,541,205 41
" " "	1884	14,013,074 89	2,613,508 87	2,551,937 97
" " "	1885	11,224,244 54	2,749,710 53	2,624,243 07
" " "	1886	4,443,220 17	2,819,973 50	2,628,336 35
" " "	1887	1,846,887 18	3,152,650 40	2,840,747 88
" " "	1888	1,765,582 11	3,621,076 62	3,166,253 22
" " "	1889	2,709,857 37	3,513,063 67	3,167,542 67
" " "	1890	2,392,767 99	3,846,044 42	3,203,874 11
" " "	1891	1,184,317 34	3,949,263 73	3,181,888 56
" " "	1892	417,425 73	3,748,597 77	3,136,393 51
" " "	1893	712,917 44	3,288,629 62	3,262,505 62
" " "	1894	585,749 01	3,226,208 13	3,179,019 57
" " "	1895	376,814 83	3,197,846 17	3,129,450 37
" " "	1896	324,774 72	3,254,442 64	3,140,678 47
" " "	1897	204,624 31	3,195,959 58	3,060,074 38
" " "	1898	270,990 85	3,507,248 88	3,313,847 10
" " "	1899	1,112,348 47	3,696,612 31	3,940,570 11
" " "	1900	3,309,130 42	4,665,228 06	4,774,161 87
" " "	1901	3,922,989 37	5,739,051 54	5,213,381 24
" " "	1902	5,386,611 24	5,861,099 54	5,918,990 43
" " "	1903	3,083,680 86	6,474,134 20	6,584,598 77
" " "	1904	2,619.059 86	7,599,958 57	6,627,255 51
" " "	1905	6,125,481 79	8,906,154 35	7,050,892 11
" " "	1906	6,102,565 74	7,893,653 49	7,950,552 97
" " "	1907	7,174,370 17	6,328,745 65	6,509,186 49
" " "	1908	23,684,005 25	9,595,295 43	9,534,569 04
" " "	1909	29,414,227 34	9,764,586 51	8,894.4 0 42
" " "	1910	21,505,975 91	9,095,903 96	9,647,963 71
" " "	*1911	24,532,466 18	10,037,878 77	10,249,394 38
" " "	*1912	23,108,805 52	11,074,852 80	11,034,165 83
" " "	1913	17,375,968 10	12,499,925 65	12,442,203 46
Total	.....	302,008,777 99	192,262,712 57	180,882,956 52

Total amount paid on construction	$302,008,777 99
Less amount received from the City of St. John, N.B., as purchase price of the Carleton Branch Railway	40,000 00
Cost of construction	†$301,968,777 99

* Amount paid for Quebec Bridge deducted this year to form a separate statement by itself.
† Agreeing with amount expended on Capital Account on Railways, etc., see page 83.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

SESSIONAL PAPER No. 20

STATEMENT showing Miscellaneous Expenditure of the Department of Railways and Canals yearly.

Year ending.	Chargeable to Capital.	Chargeable to Income.			Chargeable to Revenue.			Total Yearly expenditure.
	Canals.	Canals.	Railways.	General.	Canals.	Railways.	General.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1868.				6,305 66	12,000 00		2,416 66	20,722 32
1869.				8,367 52	12,000 00		1,000 00	21,367 52
1870.				7,853 03	18,698 89		7,679 78	34,231 70
1871				34,773 72	12,018 98			46,792 70
1872.				20,049 50	12,208 76			32,258 26
1873.				36,891 74	12,099 44		6,889 20	55,880 38
1874.				40,098 84	12,959 25		5,428 98	58,487 07
1875.				35,579 24	12,047 43		5,620 17	53,246 84
1876.				42,920 10	86 08		5,690 28	48,696 46
1877.					51 87	43,639 97		43,691 84
1878.		1,860 00			556 00		34,388 59	36,804 59
1879.								
1880.		2,561 55			323 16			2,884 71
1881.		2,338 41			5,535 22			7,873 63
1882.					9,826 23			9,826 23
1883.		11,781 27			6,978 54			18,759 81
1884.		7,486 62	62,256 58		8,305 41			78,048 61
1885.		16,725 47	11,003 38		1,210 61			28,939 46
1886.		20,323 62	10,383 59		776 30			31,483 51
1887.		23,512 00	23,545 34		649 04			47,706 38
1888.		34,533 07	22,898 90		5,799 83			63,231 80
1889.		10,091 87	16,552 64		5,207 64			31,852 15
1890.		16,426 69	50,909 74		49,550 21			116,886 64
1891.		16,925 31	16,314 41		56,922 05			90,161 77
1892		6,540 49	19,062 51		65,074 07			90,677 07
1893.		8,498 41	4,313 73	28,640 93	63,965 54			105,418 61
1894.		2,883 11	4,855 11	15,746 31	60,265 22			83,749 75
1895.		4,132 28	13,221 27	19,304 87	60,769 56			97,427 98
1896.		10,893 40	6,562 20	25,194 21	70,340 22			112,990 03
1897.		2,937 47	5,118 99	25,142 90	62,777 12		597 39	96,573 87
1898.		1,719 69	8,327 96	28,042 10	56,284 42	1,400 00		95,774 17
1899.		1,318 79	67,005 86	22,085 19	66,850 29			157,260 13
1900.		11,873 35	33,496 99	22,802 18	58,836 57			127,009 09
1901.		12,267 99	28,658 78	33,986 68	61,938 61			136,852 06
1902.		3,658 23	21,752 58	34,138 50	65,770 65			125,319 96
1903.		2,491 84	15,570 43	35.398 00	63,175 19			116,635 46
1904.		3,730 79	85,353 17	36,262 32	66,067 30			191,413 58
1905.		1,498 14	97,507 00	38,660 52	64,515 07			202,180 73
1906.		9,160 44	99,018 80	37,484 64	62,171 45			267,835 33
1907.		9,687 55	92,115 62	34,183 75	66,251 27			202,238 19
1908.	14,999 70	24,760 08	178,266 39	45,115 99	105,518 99			368,661 15
1909.	5,034 00	28,819 54	181,615 90	20,912 04	106,065 87			342,447 35
1910.		29,421 06	200,329 52	4,706 79	111,755 68			346,213 05
1911.		54,734 48	218,178 85	2,369 52	103,398 27	1,000 00		379,681 12
1912.	5,999 20	57,151 70	257,670 45	2,922 06	110,049 21	3,950 00		437,742 62
1913.	3,809 24	39,026 95	360,812 49	9,338 17	121,370 46	4,500 00		538,857 31
	29,842 14	491,771 66	2,212,679 18	755,277 02	1,929,021 97	54,489 97	69,711 05	5,542,792 9[illegible]

N.B.—The expenditure of Quebec Bridge included in Miscellaneous Expenditure (income railways) in 1909 and 1910 has been deducted from each of these years to form a separate account under the heading of "QUEBEC BRIDGE."

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

STATEMENT showing the TOTAL EXPENDITURE and REVENUE of the Department of Railways and Canals prior to and since Confederation to March 31, 1913.

TOTAL EXPENDITURE		$687,219,980 78
Expenditure on Railways	$496,778,659 71	
" Quebec Bridge	2,778,337 57	
" Railway Subsidies	*48,529,915 92	
" Canals	138,308,079 51	
" General	824,988 07	
Total expenditure		$687,219,980 78
Classification of EXPENDITURE IN GENERAL—		
Capital Account	$408,167,706 94	
Revenue "	218,764,978 63	
Income "	11,757,379 29	
Consolidated Fund—Railway Subsidies	48,529,915 92	
Total expenditure		$687,219,980 78
Classification of EXPENDITURE IN DETAIL—		
Railways—		
Capital—*See* page 83	$301,671,905 09	
Income—*See* pages 75, 76 and 85	2,789,552 08	
Revenue—*See* pages 84 and 85	192,317,202 54	
		$496,778,659 71
Quebec Bridge—		
Capital—*See* page 81	$ 2,343,682 43	
Income—*See* page 81	434,655 14	
		2,778,337 57
Railway Subsidies—*See* pages 90 to	$48,529,915 92	48,529,915 92
Canals—		
Capital—*See* pages 61 and 85	$104,152,119 42	
Income—*See* pages 61 and 85	7,777,895 05	
Revenue—*See* pages 61 and 85	26,378,065 04	
		138,308,079 51
General Expenditure—		
Income—*See* page 85	$755,277 02	
Revenue—*See* page 85	69,711 05	
		824,988 07
Total expenditure		$687,219,980 78

* This amount does not include the subsidy of $25,000,000 to the Canadian Pacific Railway, nor the amount $660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of $219,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by 47 Vict., cap. 8 (1884) and the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of $2,394,000 for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability and is dealt with by the Finance Department, *See* Public Accounts, 1898-1913 and page 79, 1908.

SESSIONAL PAPER No. 20

Classification of Expenditure into Capital and Consolidated Fund—

Railways—		
Capital—Including Quebec Bridge	$304,015,587 52	
Consolidated Fund (Income and Revenue)—		
Railway Subsidies, etc	244,071,325 68	
		$548,086,913 20
Canals—		
Capital	$104,152,119 42	
Consolidated Fund (Income and Revenue)	34,155,960 09	
		138,308,079 51
General Expenditure—		
Consolidated Fund (Income and Revenue)		824,988 07
Total expenditure		$687,219,980 78

Total Revenue received from July 1, 1867 to Mar. 31, 1913—

Railways—*See* page 84	$180,882,956 52	
Canals—*See* page 61	14,949,174 77	
Total Revenue		$195,832,131 29

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, August 1, 1913.

STATEMENT

Showing Subsidies voted for Railways as to which contracts have been entered into and payments made from July 1, 1883, to March 31, 1913.

SESSIONAL PAPER No. 20

STATEMENT showing the Railway Subsidies paid during the year ending March 31, 1913

Name of Railway.	Amount.
1. Algoma Central & Hudson Bay Railway Company, Ont.—	
Sault Ste. Marie to point on Canadian Pacific Railway..	$ 85,819 06
From point on Canadian Pacific Railway to the National Transcontinental Railway	309,040 38
2. Algoma Eastern Railway Co. (formerly the Manitoulin and North Shore Railway Co.)—	
Little Current to Sudbury, Ont	254,089 40
3. Atlantic, Quebec & Western Ry. Co.—	
Paspebiac to Gaspé, Que	414,618 00
4. Canadian Northern Pacific Railway Co.—	
Yellowhead Pass to Vancouver and mouth of Fraser River, B.C	2,705,378 00
5. Canadian Pacific Railway Co.—	
Winnipeg to Gimli, Man	4,346 43
Teulon to Icelandic River, Man	81,200 00
6. Esquimalt & Nanaimo Railway Co.—	
Wellington to Alberni, B.C	365,440 00
7. Fredericton & Grand Lake Railway Co., N.B.—	
Point near Gibson to Point near Minto on the Intercolonial Railway	104,996 04
8. Ha-Ha Bay Railway Co.—	
From point near St. Mathias to Ha-Ha Bay, Que. From Labrosse Junction to the Saguenay River. From La Terrière Junction to Lake Kenogami. From point near Bagotville to St. Alexis	148,148 20
9. Kettle River Valley Railway Co., B.C.—	
Midway to Merritt	107,138 40
10. Northern New Brunswick & Seaboard Railway Co., N.B.—	
Drummond to point on Intercolonial Railway	86,528 00
11. Orford Mountain Railway Co.—	
Mansonville to International boundary, Quebec	9,984 00
12. Quebec Central Railway Co.—	
Extension Ste. Justine to St. Sabine, Que	8,576 00
13. Quebec & Saguenay Railway Co., Quebec—	
St. Joachim, northwesterly	27,641 60
14. Southampton Railway Co.—	
Millville to St. John, N.B	48,442 88
15. St. John & Quebec Railway Co.—	
St. John to Grand Falls, N.B	174,120 96
Total	$4,935,507 35

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.			Railways.	July 1, 1883, to June 30, 1906.
Authority.	Amount.	Number.		
	$ cts.			$ cts.
46 Vic., chap. 25	156,800 00	1	International Railway, Quebec	156,800 00
53 " 2				
45 " 14	384,000 00	2	Quebec and Lake St. John Railway, Quebec	1,092,759 50
46 " 25	80,000 00			
48-49 " 59	96,000 00			
49 " 10	186,295 00			
50-1 " 24	28,800 00			
51 " 3	96,000 00			
52 " 3	64,000 00			
53 " 2	30,000 00			
54-5 " 8	5,250 00			
57-8 " 4	44,800 00			
46 " 24	89,600 00	3	Kingston, Napanee and Western Railway, formerly Napanee, Tamworth and Quebec Ry., Ontario	208,732 80
49 " 10	70,000 00			
50-1 " 24	12,800 00			
52 " 3	32,000 00			
55-6 " 5	64,000 00			
47 " 8	272,000 00	4	Pontiac Pacific Junction Railway, Quebec	193,578 00
51 " 3	41,000 00			
53 " 2	24,000 00			
46 " 25	115,200 00	5	Caraquette Railway, N.B.	224,000 00
47 " 8	76,800 00			
50-1 " 24	32,000 00			
47 " 8	32,000 00	6	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec	557,788 31
49 " 10	57,600 00			
52 " 3	22,400 00			
53 " 2	48,000 00			
56 " 2	48,000 00			
57-8 " 4	70,400 00			
7-8 Ed. VII 63	*	7	Kingston and Pembroke Railway, Ontario	48,000 00
47 " 8	48,000 00			
45 " 14	660,000 00	8	Northern and Pacific Junction Railway, Ontario	1,320,000 00
46 " 26	660,000 00			
53 " 2				
47 " 8	128,000 00	9	Canada Eastern Ry., formerly Northern and Western Ry., N.B., including also Chatham Branch Ry.	374,839 84
48-9 " 59	19,200 00			
49 " 10	32,000 00			
48-9 " 59	24,439 84			
51 " 3	140,800 00			
57-8 " 4	35,200 00			
62-3 " 7	*	10	Quebec Central Railway, Quebec	348,342 00
47 " 8	60,342 00			
51 " 3				
7-8 " 63				
53 " 2	288,000 00	11	Montreal and Sorel Railway, Quebec	93,757 57
48-9 " 59	72,000 00			
53 " 2	40,000 00			
48-9 " 59	30,000 00	12	Montreal and Champlain Junction Railway, Quebec	103,600 00
50-1 " 24	64,000 00			
51 " 3	9,600 00			
46 " 25	38,400 00	13	Elgin, Petitcodiac and Havelock Railway, N.B.	82,652 82
51 " 3	44,252 82			
47 " 8	22,400 00	14	St. Louis and Richibucto Railway, N.B.	22,400 00
48-9 " 59	96,000 00	15	Canada Atlantic Railway, Ontario	282,355 20
49 " 10	38,400 00			
50-1 " 24	180,000 00			
47 " 6	750,000 00	16	Esquimalt and Nanaimo Railway, B.C.	750,000 00
47 " 8	96,000 00	17	Erie and Huron Railway, Ontario	96,000 00
46 " 25	320,000 00	18	Baie des Chaleurs Railway, Quebec	620,000 00
47 " 8	300,000 00			
52 " 3				
			Carried forward	6,575,606 04

have been entered into and payments made up to March 31, 1913.

Payments.							Total March 31, 1913.	Number.
1906-1907.	1907-1908.	1908-1909.	1909-1910.	1910-1911.	1911-1912.	1912-1913		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							156,800 00	1
67,712 00	73,472 00				27,520 00		1,261,463 50	2
							208,732 80	3
							193,578 00	4
							224,000 00	5
	256,870 40	55,449 60	164,172 29	144,608 51	86,468 03		1,265,357 14	6
							48,000 00	7
							1,320,000 00	8
							374,839 84	9
	55,638 69			129,320 61		8,576 00	541,877 10	10
							93,757 57	11
							103,600 00	12
							82,652 82	13
							22,400 00	14
							282,355 20	15
						365,440 00	1,115,440 00	16
							96,000 00	17
							620,000 00	18
67,712 00	385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	374,016 00	8,010,854 17	

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted. Authority.	Subsidies Voted. Amount.	Number.	Railways.	July 1, 1883 to June 30, 1906.
	$ cts.			$ cts.
			Brought forward	6,575,606 04
48-9 Vic., c. 59	118,400 00	1	New Brunswick and Prince Edward Island Ry	113,440 00
50-1 " 24	217,600 00	2	Laurentian Railway, formerly St. Lawrence, Lower Laurentian and Saguenay Railway, Quebec	217,000 00
49 " 10	11,200 00	3	L'Assomption Railway, Quebec	11,200 00
49 " 10	32,000 00	4	Great Eastern Railway, Quebec	40,345 00
50-1 " 24	96,000 00			
56 " 2	64,000 00			
53 " 2	37,500 00			
47 " 8	160,000 00	5	Irondale, Bancroft and Ottawa Railway, Ontario	144,000 00
52 " 3				
49 " 10	96,000 00	6	Buctouche and Moncton Railway, N.B.	101,600 00
50-1 " 24	6,400 00			
47 " 8	51,200 00	7	Albert Southern Railway, N.B.	50,460 00
52 " 3				
50-1 " 24	65,200 00	8	Lake Temiscamingue Colonization Railway, Quebec.	310,335 95
57-8 " 4	274,940 00			
49 " 10	38,400 00	9	Joggins Railway, N.S.	37,500 00
50-1 " 24	4,000 00			
45 " 14	240,000 00	10	Temiscouata Railway, N.B., and Quebec	645,950 00
48-9 " 58	258,000 00			
51 " 3	100,000 00			
53 " 2	51,200 00			
48-9 " 50	44,800 00	11	Leamington and St. Clair Railway, Ontario	51,200 00
50-1 " 24	6,400 00			
59 " 10	16,000 00	12	Toronto, Grey and Bruce Railway, Ontario	14,656 00
50-1 " 24	22,400 00	13	Dominion Lime Co., Quebec	15,360 00
49 " 10	256,000 00	14	West Ontario Pacific Railway and Ontario and Quebec Railway	256,000 00
53 " 2				
50-1 " 24	96,000 00	15	Drummond County Railway, Quebec	423,936 00
52 " 3	14,400 00			
53 " 2	76,800 00			
57-8 " 4	96,000 00			
48-9 " 59	128,000 00	16	Brockville, Westport and Sault Ste. Marie, Railway, Ontario	105,200 00
53 " 2				
54-5 " 8	64,000 00			
57-8 " 4				
49 " 10	32,000 00	17	Montreal and Lake Maskinonge Railway, Quebec	41,280 00
53 " 2	10,200 00			
50-1 " 24	54,400 00	18	South Norfolk Railway, Ontario	54,400 00
50-1 " 24	51,200 00	19	Guelph Junction Railway, Ontario	46,000 00
48-9 " 54	22,400 00	20	Belleville and North Hastings Railway, Ontario	21,888 00
49 " 19				
49 " 10	108,800 00	21	Hereford Railway, Quebec	155,200 00
52 " 0	48,000 00			
50-1 " 23	118,400 00	22	Lake Erie and Detroit River Railway, Ontario	475,851 00
55-6 " 4	224,000 00			
62-3 " 5	*			
50-1 " 27	62,400 00	23	Beauharnois Junction Railway, Quebec	62,400 00
56 " 4				
50-1 " 24	138,400 00	24	St. Catharines and Niagara Central Ry., Ontario	38,400 00
55-6 " 5	108,000 00			
57-8 " 4	108,800 00			
52 " 3	30,000 00	25	Fredericton and St. Mary's Ry. Bridge Co., N.B.	30,000 00
50-1 " 24	9,600 00	26	Harvey Branch Railway Co., N.B.	5,553 57
55-6 " 5	240,000 00	27	Nova Scotia Central Railway Co., N.S.	235,200 00
61 " 1				
50-1 " 24	44,800 00	28	Cumberland Railway and Coal Co., N.S.	39,850 00
52 " 3	19,200 00	29	Pontiac and Renfrew Railway, Ontario	13,600 00
52 " 3	54,400 00	30	Thousand Islands Railway, Ontario	29,840 00
63 4 " 8	*			
			Carried forward	10,363,851 56

have been entered into and payments made up to March 31, 1913.

Payments.							Total March 31, 1913.	Number.
1906-07.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.		
							$ cts.	
67,712 00	385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	374,016 00	8,010,854 17	
							113,440 00	1
							217,600 00	2
							11,200 00	3
							40,345 00	4
							144,000 00	5
							101,600 00	6
							50,460 00	7
							310,335 95	8
							37,500 00	9
							645,950 00	10
							51,200 00	11
							14,656 00	12
							15,360 00	13
							256,000 00	14
							423,936 00	15
35,600 00							140,800 00	16
							41,280 00	17
							54,400 00	18
							46,000 00	19
							21,888 00	20
							155,200 00	21
							475,851 00	22
							62,400 00	23
							38,400 00	24
							30,000 00	25
							5,553 57	26
							235,200 00	27
							39,850 00	28
							13,600 00	29
							29,840 00	30
103,312 00	385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	374,016 00	11,834,699 69	

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted. Authority.	Amount.	Number.	Railways.	July 1, 1883, to June 30, 1906.
	$ cts.			$ cts.
			Brought forward	10,363,851 56
52 Vic., chap. 3 / 56 " 3	96,000 00	1	Quebec, Montmorency and Charlevoix Ry. Co., Que.	96,000 00
52 " 3	375,000 00	2	St. Clair Frontier Tunnel Co., Ontario	375,000 00
50-1 " 24 / 57-8 " 4	57,600 00	3	Brantford, Waterloo and Lake Erie Ry., Ontario	57,600 00
51 " 3 / 53 " 2	287,200 00	4	Port Arthur, Duluth and Western Ry., Ontario	271,200 00
50-1 " 24 / 53 " 2 / 54-5 " 8 / 57-8 " 4	192,000 00	5	Montreal and Ottawa Railway, Ontario	192,000 00
50-1 " 24 / 52 " 3	44,800 00	6	Cornwallis Valley Railway, N.S	44,800 00
52 " 3	320,000 00			
57-8 " 6	64,000 00	7	Ottawa, Northern and Western Ry., Quebec, formerly Ottawa and Gatineau Valley Railway.	410,588 00
60-1 " 4	*			
47 " 8 / 51 " 3 / 52 " 3	83,612 00			
53 " 2 / 57-8 " 4 / 61 " 1 / 62-3 " 1	142,400 00 / 48,000 00	8	Central Railway, N B.	226,012 54
53 " 2	361,270 00	9	Montreal and Western Railway, Quebec	361,270 00
52 " 3	128,000 00	10	Parry Sound and Colonization Railway, Ontario	152,800 00
57-8 " 4 / 52 " 3	64,000 00 / 163,200 00	11	Shuswap and Okanagan Railway, B.C.	163,200 00
54-5 " 8 / 53 " 2 / 55-6 " 5	89,600 00 / 35,200 00 / 9,600 00	12	Tobique Valley Railway, N.B.	134,016 00
53 " 2	112,000 00	13	Columbia and Kootenay, B.C.	88,800 00
53 " 2	35,200 00	14	Waterloo Junction Railway, Ontario	32,800 00
53 " 2	99,200 00	15	Orford Mountain Railway Co., Quebec	168,814 50
53 " 2 / 55-6 " 5	57,600 00 / 25,024 00	16	St. Lawrence and Adirondack Railway, Quebec.	149,814 60
55-6 " 5	*40,000 00	17	New Glasgow Iron, Coal and Railway Co., N.S.	39,840 00
56 " 2 / 57-8 " 4	102,400 00 / 102,400 00	18	United Counties Railway Co., Quebec	188,816 00
55-6 " 5	*21,600 00	19	Philipsburg Junction Ry. Quarry Company, Quebec.	23,712 00
55-6 " 5	*430,400 00	20	Ottawa, Arnprior and Parry Sound Ry., Ontario	779,712 00
56 " 2 / 57-8 " 4 / 60-1 " 4	67,200 00 / 38,400 00 / 66,000 00	21	Montford Colonization, Railway, Quebec.	167,440 00
55-6 " 5 / 57-8 " 4	48,000 00 / 48,000 00	22	Lotbinière and Megantic Railway, Quebec.	96,000 00
56 " 2	48,000 00	23	Grand Trunk, Georgian Bay and Lake Erie Ry., Ont.	39,744 00
55-6 " 5	80,000 00	24	Canadian Pac. Ry., B.C., Revelstoke to Arrow Lake.	80,000 00
57-8 " 4	121,600 00	25	Nakusp and Slocan Railway, B.C.	117,760 00
55-6 " 5	89,600 00	26	Dominion Coal Company, N.S.	87,808 00
56 " 2	22,400 00	27	Oshawa Railway and Navigation Company, Ontario.	22,400 00
57-8 " 4	*51,200 00	28	Tilsonburg, Lake Erie and Pacific Ry., Ontario	117,431 48
56 " 2	*11,200 00	29	St. Stephen and Milltown Ry., N.B.	14,848 00
57-8 " 4	*38,400 00	30	Gulf Shore Railway Company, N.B.	53,699 20
57-8 " 4	9,000 00	31	Cap de la Magdeleine Railway, Quebec	7,424 00
56 " 2	32,000 00	32	Ontario, Belmont and Northern Ry. Company, Ont.	30,720 00
*	*	33	Coast line of N.S., now Halifax and Yarmouth Ry.	160,000 00
*	*	34	Ottawa and New York Railway Company, Ontario.	262,384 00
			Carried forward	15,578,072 80

have been entered into and payments made up to March 31, 1913.

Payments.							Total March 31, 1913.	Number.
1906-07.	1907-08.	1908-09.	1909-10	1910-11.	1911-12.	1912-13.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
103,312 00	385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	374,016 00	11,834,699 69	
							96,000 00	1
							375.000 00	2
							57,000 00	3
							271,200 00	4
							192,000 00	5
							44,800 00	6
	4,243 20						414,931 20	7
							226,012 54	8
							361,270 00	9
							152,800 00	10
							163,200 00	11
							134,016 00	12
							88,800 00	13
							32,800 00	14
	24,128 00					9,984 00	202,926 50	15
							149,481 60	16
							39,840 00	17
							188,816 00	18
							23,712 00	19
							779,712 00	20
							167,440 00	21
							96,000 00	22
							39,744 00	23
							80,000 00	24
							117,760 00	25
							87,808 00	26
							22,400 00	27
							117,431 48	28
							14,848 00	29
							53,699 20	30
							7,424 00	31
							20,720 00	32
							160,000 00	33
							262,384 00	34
103,312 00	414,352 29	55,449 60	164,172 29	273,929 12	113,988 03	384,000 00	17,087,276 21	

STATEMENT showing subsidies voted for Railways as to which contracts

Sudsidies Voted. Authority.	Amount.	Number.	Railways.	July 1, 1883, to June 30, 1906.
	$ cts.			$ cts.
			Brought forward	15,578,072 80
60-61 Vic., c. 5	3,630,000 00	1	Canadian Pacific Ry. Co., B.C. (Crow's Nest Pass)	3,404,720 00
60-61 " 4 / 63 " 3	500,000 00	2	Grand Trunk Ry. Co. 'Victoria Jubilee Bridge,' Que.	500,000 00
7-8 Ed. VII, 63	*	3	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co	127,208 07
*	*	4	East Richelieu Railway Co., Quebec	69,952 00
7-8 Ed. VII, 63	*	5	South Shore Ry. (Quebec, Montreal and Southern)	203,240 81
*	*	6	Pembroke Southern Railway, Ontario	64,000 00
*	*	7	Massawippi Valley Railway Co., Quebec	5,376 00
*	*	8	Inverness and Richmond Co. Ry. N.S., now Inverness Ry. and Coal Co.	368,545 97
*	*	9	Canadian Northern Railway Co., Ontario, Manitoba and N.W.T.	1,909,132 00
*	*	10	Canadian Pacific Railway Co. (Pipestone Branch)	160,000 00
6-7 Ed. VII, 40	*	11	Central Ontario Railway Co., Ontario	67,200 00
*	*	12	Midland Railway Co., N.S.	362,200 00
62-3 Vic., c. 7 / 63-4 " 8	1,000,000 00	13	Quebec Bridge Co., Quebec	374,353 33
*	*	14	St. Mary River Railway Co., N.W.T	148,094 06
60-1 Vic., c. 4 / 63-4 " 2	212,500 00	15	Pontiac and Pacific and Ottawa and Gatineau Ry. Co. (Interprovincial Bridge over Ottawa River)	212,500 00
1 Ed. VII, c. 7	*	16	Atlantic and Lake Superior Ry., Quebec	146,490 84
1 " 7	*	17	Montreal and Province Line Railway, Quebec	58,560 00
62-3 Vic., c. 7	*	18	York and Carleton Railway, N.B.	18,336 00
62-3 " 7 / 63-4 " 8 / 1 Ed. VII, c. 7	*	19	Algoma Central and Hudson Bay Railway, Ontario	924,976 00
*	*	20	Cape Breton Extension Railway, N.S.	182,400 00
*	*	21	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	153,866 00
*	*	22	" (Selkirk Branch)	83,200 00
*	*	23	" (Dyment Branch)	22,336 00
*	*	24	" (Waskada Branch)	64,000 00
9-10 Ed. VII, 51	*	25	Manitoulin and North Shore Ry. Co., Ontario, now Algoma Eastern Railway Co. (1913)	32,000 00
*	*	26	Bay of Quinté Railway Ont	69,120 00
*	*	27	Bruce Mines and Algoma Railway, Ont	53,920 00
*	*	28	Maganetawan River Railway Co., Ont	3,552 00
*	*	29	Canadian Northern Quebec Ry., formerly Chateauguay and Northern Ry., Quebec	307,595 00
*	*	30	Canadian Pacific Ry. Co. (Pheasant Hill Branch)	425,200 00
*	*	31	Halifax and Southwestern Railway Co., N.S.	653,776 00
*	*	32	Northern Colonization Railway Co., Quebec	133,760 00
*	*	33	New Brunswick Coal and Railway Co., N.B.	48,000 00
*	*	34	Schomberg and Aurora Railway Co., Ont.	46,144 00
*	*	35	Lindsay, Bobcaygeon and Pontypool Ry. Co., Ont.	185,173 06
*	*	36	Middleton and Victoria Beach Ry. Co., N.S.	98,092 00
*	*	37	Beersville Coal and Ry. Co., N.B., now North Shore Ry	20,736 00
Ed. VII, c. 57	*	38	Nicola, Kamloops and Similkameen Coal and Ry. Co.	110,592 00
4 " 34	*	39	Canadian Pacific Ry. (Staynerville Branch)	
5 " 43	*	40	Klondike Mines Railway	
6 " 43	*	41	Kettle River Valley Ry. Co., B.C.	
6 " 43	*	42	Colchester Coal and Ry. Co., N.S.	
3 " 57	*	43	Minudie Coal Co., N.S.	
6 " 43 / 9-10 " 51	*	44	Atlantic, Quebec and Western Ry. Co., Quebec	
6 " 43	*	45	Napierville Junction Ry. Co., Quebec	
6-7 " 40	*	46	Edmonton, Yukon and Pac. Ry. Co., Alberta	
6-7 " 40	*	47	Canadian Northern Ontario Ry. Co., formerly James Bay Ry. Co	651,264 00
			Carried forward	28,057,685 06

† Of this amount, $16,164.43 were in connection with subsidy to Montreal and Sorel Railway.
‡ Reimbursement of amounts for claims still unpaid and others in duplicate.

have been entered into and payments made up to March 31, 1913.—*Continued.*

Payments.							Total, March 31, 1913.	Number.
1906–07.	1907–08.	1908–09.	1909–10.	1910–11.	1911–12.	1912–13.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
103,312 00	414,352 29	55,448 60	164,172 29	273,929 12	113,988 03	384,000 00	17,087,276 21	
							3,404,720 00	1
							500,000 00	2
51,200 00		189,849 60	187,494 40	169,536 00			725,288 07	3
							69,952 00	4
		43,414 55	184,320 00	60,000 00	23,835 70		†514,811 06	5
							64,000 00	6
							5,376 00	7
							368,545 97	8
							1,909,132 00	9
							160,000 00	10
	76,861 36	35,404 64		24,601 32	826 17		204,893 49	11
4,967 70	31,892 40						399,060 40	12
							374,353 33	13
							148,094 00	14
							212,500 00	15
‡1,521 82							a144,969 02	16
							58,560 00	17
	14,560 00						32,896 00	18
					133,584 00	394,859 44	1,453,419 44	19
			14,400 00				196,800 00	20
							153,866 00	21
							83,200 00	22
							22,336 00	23
							64,000 00	24
				68,638 72		254,089 40	354,728 12	25
72,602 45							141,722 45	26
							53,920 00	27
							3,562 00	28
84,224 75							391,819 75	29
							435,200 00	30
268,107 20	316,567 73						1,238,450 93	31
		68,320 00	153,120 00				355,200 00	32
							48,000 00	33
							46,144 00	34
							185,173 06	35
27,667 20							125,760 00	36
							*20,736 00	37
	190,208 00						300,800 00	38
9,700 00	3,424 00						13,024 00	39
96,000 00	101,184 00						197,184 00	40
	97,771 52				148,800 00	107,138 40	353,709 92	41
	12,800 00						12,800 00	42
	18,544 00						18,544 00	43
	64,000 00	92,672 00	208,896 00	31,334 40	91,279 60	414,618 00	902,800 00	44
	173,440 00						173,440 00	45
	91,200 00						91,200 00	46
420,608 00	244,224 00	556,864 00	250,982 40	116,889 60			2,240,832 00	47
1,136,767 48	1,851,029 30	1,041,974 39	1,163,385 09	744,929 16	512,313 50	1,554,705 24	36,062,789 22	

a Amount actually paid after deductions amounting to $1,521.82 made in 1905–06 (being for refunds, &c.,) from the total of $146,490.84, previously reported, for which cheques had issued.

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted. Authority.	Amount.	Number.	Railways.	July 1, 1883 to June 30, 1906.
	$ cts.			$ cts.
			Brought forward	28,057,685 06
7-8 Ed. VII. c. 63	*	1	Maritime Coal and Railway Co.	
7-8 " 63	*	2	St. Marys and Western Ontario Ry. Co.	
7-8 " 63	*	3	North Shore Ry. Co., formerly Beersville Coal and Ry. Co	
7-8 " 63	*	4	St. Maurice Valley Ry. Co.—Three Rivers to St. Maurice.	
7-8 " 63	*	5	Grand Trunk Pacific Ry. Co.	
6 " 43	*	6	Canadian Pacific Ry. Co., Teulon to Icelandic River.	
7-8 " 63	*	7	Canadian Pacific Ry. Co., Moosejaw northwesterly	
7-8 " 63	*	8	Canadian and Gulf Terminal Ry. Co.	
6-7 " 40	*	9	Liverpool and Milltown Ry. 5 miles	
7-8 " 63	*	10	Thessalon and Northern Ry. Co.	
7-8 " 34	*	11	Vancouver and Lulu Island Ry. Co.	
7-8 " 51	*	12	Quebec and Saguenay Ry. Co	
7-8 " 63	*	13	Canadian Pacific Ry., Winnipeg to Gimli	
		14	Ha Ha Bay Railway Co., Q.	
		15	Northern New Brunswick and Seaboard Railway Co., N.B.	
		16	Can. Northern Pacific Ry. Co., B.C	
		17	Fredericton and Grand Lake Ry. Co., N.B.	
		18	Southampton Railway Co., N.B.	
		19	St. John and Quebec Railway Co., N.B.	
			Total	28,057,685 06
37 Vic., ch. 14	186,500 annually for 20 years	20	Atlantic and Northwestern Railway	3,172,200 00
46 " 2	1,525,250 00	21	Canada Central Railway	1,525,250 00
47 " 8				
48-9 " 58	1,500,000 00	22	Canadian Pacific extension.	1,500,000 00
			Total	34,255,135 06

* 60-61 Victoria, Cap. 4, 62-63 Victoria, Cap. 7, 63-64 Victoria, Cap. 8, 1 Edward VII., Cap. 7, 40, and 7-8 Edward VII, Cap. 63, 8-9 Edward VII, Cap. 35, 9-10 Edward VII, Cap. 51 authorise a further sum of fifty per cent on so much of the average cost of the mileage subsidized as is in excess

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, August 1, 1913.

have been entered into and payments made up to March 31, 1913.—*Concluded.*

Payments.							Total March 31, 1913.	Number.
1906–07.	1907–08.	1908–09.	1909–10.	1910–11.	1911–12.	1912–13.		
$ cts.	$ cts.	$ crs.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
1,136,767 48	1,851,029 30	1,041,974 39	1,163,385 09	744,929 16	512,313 50	1,554,705 24	36,062,789 22	
		3,200 00					3,200 00	1
		67,344 00			365 00		67,709 00	2
		6,880 00					6,880 00	3
		112,640 00		60,480 00			173,120 00	4
		367,249 00	550,551 96	302,679 04			1,220,480 00	5
			30,800 00			81,200 00	112,000 00	6
			303,360 00		78,432 00		381,792 00	7
				144,803 84	65,249 75		210,053 59	8
				32,000 00			32,000 00	9
					6,112 00		6,112 00	10
					61,760 00		61,760 00	11
					104,992 00	27,641 60	132,633 60	12
					30,176 00	4,346 43	34,522 43	13
						148,148 20	148,148 20	14
						86,528 00	86,528 00	15
						2,705,378 00	2,705,378 00	16
						104,996 04	104,996 04	17
						48,442 88	48,442 88	18
						174,120 96	174,120 96	19
1,136,767 48	1,851,029 30	1,599,287 39	2,048,097 05	1,284,892 04	859,400 25	4,935,507 35	41,772,665 92	
186,600 00	186,600 00	186,600 00					3,732,000 00	20
							1,525,250 00	21
							1,500,000 00	22
1,323,367 48	2,037,629 30	1,785,887 39	2,048,097 05	1,284,892 04	859,400 25	4,935,507 35	48,529,915 92	

3 Edward VII, Cap. 57, 4 Edward VII, Cap. 34, 6 Edward VII, Cap. 43, 6-7 Edward VII, Cap. 83,200 per mile subsidy if the cost does not average more than $15,000 per mile, if over that amount, of $15,000, per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile.

W. C. LITTLE,
Accountant.

PART II

STATEMENTS

ON THE

DEPARTMENTAL SOLICITOR

FOR THE YEAR 1912-13

SHOWING

(1) Guarantee agreements.

(2) Money subsidy agreements.

(3) Contracts entered into during the year.

(4) Leases, of water-powers and properties granted.

(5) Property conveyed to the Crown and lands conveyed by the Crown.

(6) Damages released.

GUARANTEE AGREEMENTS for the construction of Railways entered into with the

No. of agreement.	Date of signature.	Railway Company.	Line of Railway.	Authority for execution.	
				Act of Parliament.	Order in Council.
	1912.				
19764	Nov. 29...	The Canadian Northern Alberta Ry. Company.	A line of railway extending from a point on the line of railway of the Company 150 miles west of St. Albert and thence westerly to the boundary of British Columbia at or in the Yellowhead Pass, 115 miles.	2 George V., Chap. 7.	Oct. 29, 1912

†Against east-bound traffic.
‡Against west-bound traffic.

SESSIONAL PAPER No. 20

Department of Railways and Canals during the Fiscal Year ended March 31, 1913.

Amount of Guarantee.	Number of Miles Subsidized.	Maximum Grade Feet per Mile.	Radius of Curvature not less than.	Width of Clearing each side.	Width of Cutting.	Embankment.	Steel Rails, lbs. per lineal yard.	Date of Completion.
		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
Guarantee of principal and interest of securities of the Company to the extent of $35,000 per mile.	115	716	†26·40 ‡31·68	50	20	15	80	May 4th, 1915.

H. F. ALWARD,
Departmental Solicitor.

SUBSIDY AGREEMENTS for the construction of Railways

No of of Contract.	Date of Signature.	Railway Company.	Line of Railway or Work sudsidized.	Authority for Execution.	
				Act of Parliament.	Order in Council.
	1912.				1912.
(*a*) 19646	Sept. 27...	The Algoma Central and Hudson Bay Ry. Co.	From Sault Ste. Marie to point on C.P.R. between White River and Dalton station.	Canada, 1912, Chap. 48.	June 29....
(*b*) 19806	Dec. 28..	" "	From a point on the Canadian Pacific Railway, northerly towards the National Transcontinental Railway.	Can., 1912, c. 48.	Dec. 24....
(*c*) 19807	Dec. 28..	" "	From a point 50 miles northerly from junction of its line with C.P.R. northerly to a junction with the N.T.R.	Can., 1912, c. 48.	Dec. 24....
(*d*) 19545	June 11..	The Canadian Pacific Railway Company.	From a point at or near Teulon to a point on the Icelandic River, in lieu of subsidy granted by cap. 43 of 1906.	Can., 1912, c. 48.	May 2....
19605	Aug. 27..	The Canadian Northern Pacific Railway Company.	From point at Yellowhead Pass to Vancouver and the mouth of the Fraser River.	Can., 1912, c. 49.	June 29....
19609	Aug. 2..	The Canadian Pacific Ry. Co. (lessees of the Calgary and Edmonton Ry. Company).	Towards the construction of a railway bridge over the Saskatchewan River connecting Strathcona and Edmonton.	Can., 1912, c. 48.	June 8....
	1913.				1913.
19884	Feb. 1..	Central Railway Co. of Canada.	Line of railway at or near Ste. Agathe des Monts station towards township of Howard, in Co. of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction.	Can., 1912, c. 48.	Jan. 2....
	1912.				1912.
19475	June 1..	The Dominion Atlantic Railway Co	From a point on the Dominion Atlantic Railway to Government pier or wharf at Canning.	Can., 1910, c. 51.	Feb. 20....
19578	July 2..	" "	From Centreville on the Dominion Atlantic Ry. westerly to Weston, in lieu of subsidy granted by Chap. 63 of 1908, section 1, item 30.	Can., 1910, c. 51.	Feb. 30 and May 22..
(*e*) 19689	Oct. 19..	The Esquimalt and Nanaimo Railway Company.	From Wellington to Alberni in lieu of Chap. 63 of 1908, section 1, item 35.	Can., 1912, c. 48.	June 29....
(*f*) 19491	June 13..	The Fredericton and Grand Lake Coal and Railway Co.	From a point on I.C.R. at Gibson to a point at or near Minto, together with a branch line from point on above mentioned line to Marysville.	Can., 1912, c. 48.	May 30 and June 29...
19643	Sept. 12..	The Great Northern Mining and Railway Co., Ltd.	From Little River through Belle Marche to Eastern Harbour.	Can., 1912, c. 48.	Aug. 26....

entered into during the Fiscal Year ended March 31, 1913.

Amount of Subsidy.		Number of miles subsidized.	Maximum grade feet per mile.	Radius of curvature not less than.	Width of cutting each side.	Width of Cutting.	Embankment.	Steel rails, lbs. per lineal yard.	Date of Completion.
Per Mile.	Not exceeding.								
$	$		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
3,200	6,400	200	106	478	50	20	15	56	Aug. 1, 1916.
3,200	6,400	50	32	955	50	20	15	56	Aug. 1, 1914.
3,200	6,400	65	32	1,910	50	20	15	56	Aug. 1, 1914.
3,200	6,400	35	21	1,910	50	20	15	56	Jan. 1, 1912.
12,000	12,000	525	26·40	717	50	20	15	56	July 1, 1914.
	126,000	.....	.....	.....	.....	.....	.....	.....	Aug. 1, 1916.
3,200	6,400	15	98	478	50	20	15	56	Aug. 1, 1916.
3,200	6,400	1	52·80	717	50	20	15	56	Dec. 31, 1912.
3,200	6,400	15	80	1,433	50	20	15	56	Aug. 1, 1914.
3,200	6,400	60	80 116	573 410	50	*18 **16	14	56	Aug. 1, 1913.
3,200	6,400	35	63·4	955·36	50	20	15	56	Aug. 1, 1916.
3,200	6,400	3	92	819	50	20	15	56	Aug. 1, 1913.

SUBSIDY AGREEMENTS for the construction of Railways entered

Number of Contract.	Date of Signature.	Railway Company.	Line of Railway or Work Subsidized.	Authority for Execution.	
				Act of Parliament.	Order in Council.
19587	July 18..	Ha Ha Bay Railway Company.	(*a*) From a point on Quebec and Lake St. John Railway in Tp. of Jonquieres, at or near St. Mathias, to Ha Ha Bay; not exceeding 20 miles; (*b*) From Labrosse Junction to the Saguenay River, northerly through the town of Chicoutimi; not exceeding 5 miles; (*c*) From La Terriere Junction, southerly to Lake Kenogami, via La Terriere village; not exceeding 12 miles; (*d*) From a point on the Ha Ha Bay Railway, at or near Bagotville village, easterly, to the village of St. Alexis; not exceeding 3 miles.	Can., 1912, c. 48.	May 23 and June 29..
19494	June 11..	The Joliette and Lake Manuan Colonization Ry. Co.	From Joliette to or near Lake Manuan.	Can., 1910, c. 51.	May 23..
19489	June 12..	The North Railway Company.	From point near Montreal to Mile 837 west of Moncton of the N. T. Railway 200 miles; and from point on N. T. Railway near Mile 837 west of Moncton in a northerly and northwesterly direction, 300 miles.	Can., 1912, c. 48.	June 7..
(*g*) 19577	July 18..	The Northern New Brunswick and Seaboard Ry. Co.	From Drummond Mines at Austin Brook to point on I.C.R., from such point to Alston Point	Can., 1912, c. 48.	April 17 and May 2...
(*h*) 19560	June 29..	Quebec and Saguenay Ry. Co.	From St. Joachim, northeasterly.	Can., 1912, c. 48.	May 23....
19648	Sept. 25..	Quebec Central Ry. Company.	Extension of line of railway from point (30 miles from St. George in parish of St. Justine, Co. of Dorchester, to a point in parish of St. Sabine, Co. of Bellechasse.	Can., 1912, c. 48.	July 19....
(*i*) 19492	May 14..	The Southampton Ry. Co.	From point at or near Millville to a point on the St. John River, near the Pokiok Bridge.	Can., 1912, c. 48.	May 2 and June. 1..
19705	Nov. 5..	The Saint John and Quebec Ry. Co.	From St. John to Grand Falls, N.B., exclusive of a railway bridge across Kennebecasis River, at or near Perry Point and two railway bridges across St. John River.	Can., 1912, c. 48.	Oct. 19....

(*a*) Cancels and supersedes Subsidy Agreement No. 19258, dated Oct. 21st, 1911.
(*b*) Varied by Supplemental Agreement No. 19808.
(*c*) Varied by Supplemental Agreement No. 19809.
(*d*) Supersedes Subsidy Agreement No. 16776, dated Sept. 28, 1907.
(*e*) Cancels and supersedes No. 17151, dated May 27th, 1908.
(*f*) Permission to use 72 and 73 lb. used rails granted by authority.
Permission to use, in branch line, 56 pound used steel rails.
Varied by No. 19681. Modified by endorsement dated Dec. 21, 1912, as to curvature

SESSIONAL PAPER No. 20

into during the Fiscal Year ended March 31, 1913—*Continued.*

Amount of Subsidy.		Number of Miles Subsidized.	Maximum Grade Feet per Mile.	Radius of Curvature not less than.	Width of Clearing each Side.	Width of Cutting.	Embankment.	Steel Rails, lbs. per lineal yard.	Date Completion.
Per Mile.	Not exceeding.								
$	$		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
3,200	6,400	20	66	573	50	20	15	56	April 25, 1913.
.....	.....	5	317	153	50	20	15	56	April 25, 1913.
.....	.....	12	148	573	50	20	15	56	April 25, 1913.
.....	.....	3	63	573	50	20	15	56	April 25, 1913.
3,200	6,400	60	79·2	955·36	50	20	15	56	April 1, 1914.
3,200	6,400	200	716	26·40 31·68	50	20	15	80	Aug. 1, 1916.
		300							
3,200	6,400	26	80	717	50	20	15	56	Dec. 1, 1913.
3,200	6,400	62·8	66	573	50	20	15	56	Aug. 1, 1916.
3,200	6,400	1·34	52·80	1,146·3	50	20	15	56	Aug. 1, 1916.
3,200	6,400	13	79·2	819·02	33	20	15	52	Aug. 1, 1916.
3,200	6,400	228	53	818	49½	20	16	80	Nov. 1, 1915.

(*g*) Superseded by Subsidy Agreement No. 20151.
(*h*) Supersedes Subsidy Agreement No. 19367, dated Feb. 2, 1912.
(*i*) Varied by No. 19700.
†Against east-bound traffic. ††Against west-bound traffic.
*In earth. **In rock.

H. F. ALWARD,
Departmental Solicitor.

CONTRACTS entered into during the Fiscal Year ended March 31, 1913.

INTERCOLONIAL RAILWAY.

Number of Contract.	Date of Signature.	Contractors.	Description.
	1912.		
19442	April 9..	R. O. McCurdy & Co	Erection and completion of a brick freight shed at Truro, N.S.
19481	June 1..	Frank W. Wilson	Moving of part of old Station and building used by yardmen at Truro, N.S.
19482	June 1..	Nova Scotia Car Works, Limited.	Delivery of 373 Steel Framed Box Cars, 60,000 lbs. capacity.
19483	June 1..	The Preston Car and Coach Company, Limited.	Delivery of One Vestibule First-class Day Coach.
19484	June 1..	The Canadian Locomotive Company, Limited.	Delivery of 5 Consolidation Freight Locomotives.
19485	" 1..	James Pender & Company, Limited.	For the construction of a siding connecting Contractor's buildings and premises with Intercolonial Railway at St. John, N.B.
19495	" 1..	City of Fraserville	Supply of water.
19542	" 20..	Canadian Car and Foundry Company, Limited.	Delivery of 10 Refrigerator Cars.
19544	" 20..	Canadian Car and Foundry Company, Limited.	Delivery of 20 steel underframe stock cars.
19561	" 29..	The Canadian Locomotive Company, Limited.	Delivery of 4 Simple Switching Engines.
19589	July 20..	Canadian Sand Blast Company, Limited.	Sandblasting stonework of old portion of Intercolonial Railway general office building at Moncton, N.B.
19590	April 29..	The Pullman Company	Delivery of 1 Dining Car.
19591	" 29..	" "	Delivery of 2 Sleeping cars.
19598	July 20..	La Compagnie D'Aqueduc de St. Pierre.	Supply water at St. Pierre, Montmagny, P.Q.
19623	Aug. 21..	Sumner Company	Supply and installation of a hot water heating system in new wing of General Office Building at Moncton, N.B.
19631	Sept. 5..	John McQuarrie and Dan. A. McDonald.	Addition to Freight Shed at Stellarton, N.S.
19644	" 21..	Thomas McAloney	Handling coal at Springhill Junction, N.S.
19645	" 20..	LeBlanc and Leger	Erection and completion of a Standard Passenger Station and Dwelling at Nelson, N.B.
19649	" 30..	Saint John Railway Company	Privilege to cross Intercolonial Railway tracks on the level at Brussels Street, St. John, N.B.
19651	" 26..	Charles E. Smith	Erection of an addition to No. 7 Pier, and rock excavation at Richmond, N.S.
19652	" 26..	William Cooke	Ballasting of Sydney Mines Diversion.
19656	Oct. 3..	William P. McNeil and Company, Limited.	Supply and delivery of 75 ft. through steel turntable at Point Tupper, N.S.
19660	" 3..	S. H. Stevenson	Addition to freight shed at Sydney, N.S.
19661	" 3..	Jesse C. Stewart	Addition to freight shed at Sydney Mines, N.S.
19662	" 3..	D. H. McLean	Erection of a combined standard passenger station dwelling and freight shed at Little Bras D'Or, N.S.
19663	" 3..	D. H. McLean	Erection of a combined standard passenger station, dwelling and freight shed at Florence, N.S.
19669	" 8..	Emile Dube	Erection of a brick and stone passenger station at Ste. Flavie, Que.
19684	" 19..	Morrison and Clark	Erection and completion of a ten stall engine house and annex, a brick chimney with concrete foundation, &c., at Point Tupper, Co. of Richmond, N.S.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended March 31, 1913.—*Continued.*

INTERCOLONIAL RAILWAY—*Concluded.*

Number of Contract.	Date of Signature.	Contractors.	Description.
	1912.		
19686	Oct. 19..	J. A. Boulay	Erect and complete Freight Sheds at Kempt and St. Anaclet, Que.
19687	" 22..	John C. McLean	Erection of addition to freight portion of station building at Eel River, N.B.
19699	" 26..	J. W. Begin	Erection of passenger station, and moving and re-modelling of present station for a dwelling at Sayabec, Que.
19713	Nov. 11..	D. R. Morrison and P. G. Clark	Erection of Passenger station at Chatham, N.B.
19714	" 13..	The Dominion Express Company	The right to carry on business of express company.
19715	" 11..	The Canadian Locomotive Company, Limited.	Delivery of 4 Simple Switching Engines.
19716	" 11..	The Canadian Locomotive Company, Limited.	Delivery of 5 Consolidation Freight Locomotives.
19718	" 16..	The Montreal Locomotive Works, Limited.	Deliver 5 Consolidation Freight Locomotives.
19795	Dec. 14..	D. H. McLean	Erection of a Brick and Stone Passenger Station at Point Tupper, N.S.
19796	" 17..	Canada Foundry Company, Limited.	Delivery of 5 Consolidation Freight Locomotives.
19797	" 18..	Canadian Sand Blast Company, Limited.	Sandblasting and painting Intercolonial Railway bridge at Grand Narrows, C.B., N.S.
19798	" 18..	Godfroid Boulay	Erection of an addition to freight shed at Rimouski, Que.
19817	" 20..	The Moncton Tramways, Electricity and Gas Company, Limited.	Supply of natural gas for the operations of the Intercolonial Railway at Moncton, N.B.
19824	" 27..	The Dominion Iron and Steel Company, Limited.	Delivery of 5,000 tons of steel rails.
	1913.		
19828	Jan. 4..	D. H. McLean	Erection of a two-apartment dwelling at Point Tupper, N.S.
	1912.		
19835	July 22..	Canadian Car and Foundry Company, Limited.	Delivery of 2 Sleeping cars.
19837	Dec. 20..	The Commissioners of the Transcontinental Railway.	Respecting the use of the terminals of the I.C.R. at Moncton, N.B.
	1913.		
19891	Jan. 30..	Canadian Car and Foundry Company, Limited.	Delivery of 100 Steel Underframe Flat Cars of 80,000 lbs. capacity.
19892	" 30..	Canadian Car and Foundry Company, Limited.	Delivery of 1 Dining Car.
19893	" 30..	Canadian Car and Foundry Company, Limited.	Delivery of 50 all steel Hart-Otis Coal Cars of 100,000 lbs. capacity.
19894	Feb. 1..	Ernest Dionne	Erection of a Rest House at Rivière du Loup, Que.
19895	" 3..	Canadian Car and Foundry Company, Limited.	Delivery of 250 steel frame box cars.
19897	" 1..	Polycarpe Ouellet	Erection of a Standard Sand House at Rivière du Loup, Que.
19898	" 6..	The Canadian H. W. Johns-Manville Company, Limited.	Cork insulation of roof of passenger car repair shop at Moncton, N.B.
19903	" 10..	Rhodes, Curry Company, Limited	Erection of an addition to Freight Car Repair Shop at Moncton, N.B.
19908	" 12..	The Bennett and Wright Company, Limited.	Supply and installation of Vacuum Car Cleaning Plants at St. John and Moncton, N.B.

CONTRACTS entered into during the Fiscal Year ended March 31, 1913.—*Continued.*

INTERCOLONIAL RAILWAY—*Concluded.*

Number of Contract.	Date of Signature.	Contractors.	Description.
	1913.		
19917	Feb. 18..	Dominion Iron and Steel Company, Limited.	Delivery of 5,000 gross tons of No. 1 steel rails.
19930	" 26..	Canadian Car and Foundry Company, Limited.	Delivery of 1 Vestibule First-class Day Coach.
19942	Mar. 14..	The Preston Car and Coach Company, Limited.	Supply and delivery of 3 Baggage cars.
19966	Feb. 20..	Fraser and Chalmers, Limited....	Delivery of a No. 2 size Bettington Boiler, together with one extra pulverizer complete for Moncton shops.

HUDSON BAY RAILWAY.

	1912.		
19421	April 9..	Canada Foundry Company, Limited.	Construction of a railway bridge over the Saskatchewan River at Le Pas.
19546	June 13..	The Steel Company of Canada, Limited.	Delivery of 3,200 kegs of track spikes.
19593	" 28..	Canadian Tube and Iron Company, Limited.	Delivery of 840 kegs of track bolts and nuts.
19638	Sept. 20..	J. D. McArthur.....	Construction of section, Thicket Portage to Split Lake Junction, 68 miles.
19647	" 20..	Canadian Steel Foundries, Limited	Delivery of 40 sets of switches and frogs.
19799	Dec. 17..	J. D. McArthur.....	Construction of Section from Split Lake Junction to Port Nelson, 165 miles.
	1913.		
19833	Jan. 16..	The Algoma Steel Company, Limited.	Delivery of 12,000 tons of steel rails.
19896	" 30..	The Algoma Steel Company, Limited.	Delivery of 40,000 Sellers Anchor Bottom Tie Plates.
19899	Feb. 6..	The Steel Company of Canada, Limited.	Delivery of 6,800 kegs of railway spikes, 200 lbs. to the keg.
19900	Jan. 30..	The Algoma Steel Company, Limited.	Supply and delivery of 680 gross tons of steel splice bars.
19904	Feb. 10..	Canadian Steel Foundries, Limited	Delivery of 70 sets switches and frogs, being 60 sets of No. 10 and 10 sets of No. 8.
19905	" 6..	The Steel Company of Canada, Limited.	Delivery of 1,320 gross tons of Splice bars.
19906	" 10..	The Canadian Tube and Iron Company, Limited.	Delivery of 1,600 kegs of 200 lbs. each of bolts and nuts for steel rails.
19954	Mar. 29..	Dominion Iron and Steel Company, Limited.	Delivery of 24,000 tons of steel rails.

QUEBEC BRIDGE.

	1912.		
19614	April 18..	The St. Lawrence Bridge Company, Limited, The Canadian Bridge Company, Limited, and The Dominion Bridge Company, Limited.	Modifying Contract No. 19,007, dated April 4, 1911, in respect of substitution of carbon steel eyebars for riveted plate members in building of top chords of cantilever and anchor arms.
19805	Dec. 26..	M. P. Davis and J. T. Davis.....	Modifying Contract No. 18,113, substructure of Quebec Bridge.

CONTRACTS entered into during the Fiscal Year ended March 31, 1913.—*Continued.*

CORNWALL CANAL.

Number of Contract.	Date of Signature.	Contractors.	Description.
	1913.		
19486	June 4..	G. R. Phillips.....	Improvement of Lower Entrance to Lock No. 15.
19487	" 6..	The Hamilton Bridge Works Company, Limited.	Delivery of a steel highway bridge over Old Lock No. 17 of Canal.
19570	July 4..	Canada Cement Company, Limited.	Delivery of Portland cement.

FARRAN'S POINT CANAL.

	1913.		
19570	July 4..	Canada Cement Company, Limited.	Delivery of Portland cement.

GALOPS CANAL.

	1912.		
19570	July 4..	Canada Cement Company, Limited.	Delivery of Portland Cement.
19696	Oct. 24..	Dominion Bridge Company, Limited.	Supply and erection of three steel trussed box girders for stop log purposes for needle dam at Lock No. 28.

LACHINE CANAL.

	1912.		
19572	July 4..	Canada Cement Company, Limited.	Delivery of 43,425 bbls. of Portland cement for the Quebec Canals.

MURRAY CANAL.

	1912.		
19608	Aug. 20..	The MacDonald Contracting Company, Limited.	Dredging of Canal.
19682	Oct. 19..	S. McLellan and J. Whitley.....	Erection of a bridge tender's residence on Canal.

RAPIDE PLAT CANAL.

	1912.		
19570	July 4..	Canada Cement Company, Limited.	Delivery of Portland Cement.

CONTRACTS entered into during the Fiscal Year ended March 31, 1913.—*Continued.*

RIDEAU CANAL.

Number of Contract.	Date of Signature.	Contractors.	Description.
	1912.		
19441	April 12..	J. George Gravelle and Company.	Carboning and regulating arc lamps on electric light line of Canal from foot of locks to Laurier Bridge and patrolling between said points.
19460	" 18..	The Ottawa Transportation Company, Limited.	Supply of British Columbia or 'Douglas' Fir Dimension Timber for 1912–13.
19573	July 4..	Canada Cement Company, Limited.	Delivery of 750 bbls. of Portland Cement.
19603	" 25..	John Burns and William Waters...	Delivery of 2 side dumping scows for Canal dredging plant.
19650	Sept. 27..	Concrete Constructions, Limited..	Sandblasting and painting the following bridges: Elgin Street Bridge, Concession Street Bridge, Manotick, Merrickville, Oliver's Ferry, Newboro and Brass's Point.
19674	Oct. 12..	The W. H. Kelly Lumber Company.	Delivery of a Boom Dredge.
19688	" 22..	James Bogue.....	Construction of a Concrete Lining Wall along south side of cut below Detached Lock in Smith's Falls, Ont.
	1913.		
19826	Jan. 3..	The W. H. Kelly Lumber Company.	Delivery of a Wooden Tug for Canal dredging plant.

SOULANGES CANAL.

	1912.		
19706	Nov. 6..	The Phœnix Bridge and Iron Works, Limited.	Supply and delivery of 18 Steel Stop Log Frames.

SAULT STE. MARIE CANAL.

	1912.		
19604	Aug. 19..	Polson Iron Works, Limited.....	Delivery of a Steel Steam Screw Tug.

TRENT CANAL.

	1912.		
19574	July 4..	Canada Cement Company, Limited.	Delivery of 51,000 barrels of Portland Cement. (Supplemented for further delivery of 51,000 bbls. of Portland Cement.)
19667	Oct. 8..	Canadian General Electric Company, Limited.	Supply and erection of electrical equipment for Strauss Highway Bascule Bridge at Campbellford, Ont.
19717	Nov. 12..	The Hamilton Bridge Works Company, Limited.	Delivery and erection of a Strauss Bascule Railway Bridge and a Fixed Span Railway Bridge over Canal at Campbellford, Ont.
	1913.		
19943	Mar. 4..	Canadian General Electric Company, Limited.	Erection of electrical equipment for the Strauss Bascule Railway Bridge over Canal at Campbellford, Ont.

CONTRACTS entered into during the Fiscal Year ended March 31, 1913.—*Continued.*

WELLAND CANAL.

Number of Contract.	Date of Signature.	Contractors.	Description.
	1912.		
19571	July 4..	Canada Cement Company, Limited.	Delivery of Portland Cement.
19630	Sept. 5..	M. J. Hogan.....	Removal of old pier and extension of the east docking at Port Colborne Extrance of Canal.
19653	" 26..	James Battle and N. W. Gowan...	Supply and delivery of 20 steel castings forming the Gowan Safety Appliances for lock gates.
19800	Nov. 14..	Dominion Bridge Company.....	Supply and erection of the steel superstructure of proposed addition to Port Colborne Elevator.

H. F. ALWARD,
Departmental Solicitor.

WATER POWER and other Public Property leased by the Department of

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1912.		
19497	June 1	Wood and McConnell, Ltd	Priv. to lay and maintain a 4" cast iron pipe across the lands and under the tracks of the I. C. Railway at Sydney, C.B.
19551	" 18	John Sherman & Son	Land at River Philip, Co. of Cumberland, N.S.
19552	" 11	James Casey	Land at Shediac, Co. of Westmorland, N.B.
19555	" 12	Town of Campbellton	Priv. to lay and maintain a 6" terra cotta sewer pipe through reserve land at Campbellton, N.B.
19554	" 11	Herbert B. Steeves	Land, pt. of Ballast Pit property in Town of Shediac, Co. of Westmorland, N.B.
19579	July 4	Roberts, Simpson & Co.	Land at Point du Chêne, Co of Westmorland, N.B.
19580	June 28	The Tudhope Carriage Company, Limited	Land at Hopewell, N.S.
19581	July 4	Joseph Beaulieu	Priv. to lay and maintain a ¾ inch wrought iron pipe across lands and under tracks of I. C. Railway at Cedar Hall, Que.
19582	" 4	William P. McNeil & Co., Ltd	Land at New Glasgow, Co. of Pictou, N.S.
19599	" 20	Maritime Telegraph and Telephone Company, Ltd	Priv. to lay and maintain a 4" terra cotta conduit across lands and under tracks of I. C. Railway at New Glasgow, N.S.
19601	" 20	Town of Shediac	Land at Shediac, N.B.
19602	" 20	Autosales Gum and Chocolate Company	To place automatic selling machines in station buildings of I. C. Railway
19610	Aug. 7 1911	Municipality of Lauson	Land at Lauson, Co. of Levis, Que.
a19629	Sept. 30 1912	Alexander McIsaac	Land at Sydney, C.B.
19639	Sept. 5	Jessie E. Harper	Ballast pit property in Town of Shediac, N.B.
19640	" 5	The St. John Railway Company	Priv. to connect line of railway with the Courtenay Bay Branch of the I. C. R. at point on Erin Street, St. John, N.B.
19649	" 30	The St. John Railway Company	Priv. of crossing I. C. R. tracks on level at Brussels Street, St. John, N.B.
19665	Oct. 7	Haliburton B. McLaughlin	Land at Folleigh, Co. of Colchester, N.S.
19668	" 3	William C. Cummings	Land at Doaktown Co. of Northumberland, N.B.
19671	" 7	McKay Sutherland	Land at Brown's Point, Co. of Pictou, N.S.
19675	Sept. 20	E. Pelletier	Right and priv. to lay and maintain a pipe line across lands and under tracks at Ste. Louise Station, Que.
19676	Oct. 12	The Maritime Telegraph and Telephone Co., Ltd	Priv. to lay and maintain 2 underground conduits across lands and under tracks of I. C. R. at George and Townsend Streets, Sydney, N.S.
19677	Sept. 20	The Moncton Tramways, Electricity and Gas Company, Limited	Priv. to lay and maintain a 4" wrought iron gas pipe on the I. C. Railway Wharf Track Branch from Foundry Street to Mechanic Street, Moncton, N.B.
19685	Oct. 19	The Moncton Tramways, Electricity and Gas Company, Limited	Right and privilege to cross I. C. R. on a level and string trolley wires at Main Street, East Crossing, Moncton, N.B.

a Too late for last year's report.

Railways and Canals during the Fiscal Year ended March 31, 1913.

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First instalment due.
			$		
.....	During pleasure.....	Jan. 1, 1912.	1 00	Jan. 1....	Jan. 1, 1912.
470·25 sq. ft.....	"	April 1, 1912.	1 00	April 1....	April 1, 1912.
0·924 acre.....	"	" 1, 1912.	5 00	" 1....	" 1, 1912.
.....	"	Dec. 1, 1911.	1 00	Dec. 1....	Dec. 1, 1911.
0·091 acre.....	"	April 1, 1912.	1 00	April 1....	April 1, 1912.
0·14 acre.....	"	" 1, 1912.	5 00	April 1....	April 1, 1912.
2,750 sq. ft.....	"	Dec. 1, 1911.	5 00	Dec. 1....	Dec. 1, 1911.
.....	"	" 1, 1911.	1 00	Dec. 1....	Dec. 1, 1911.
6,400 sq. ft.....	"	Mar. 1, 1912.	5 00	Mar. 1....	Mar. 1, 1912.
.....	"	Jan. 1, 1912.	1 00	Jan. 1....	Jan. 1, 1912.
4·66 acre.....	"	April 1, 1912.	1 00	April 1...	April 1, 1912.
.....	3 yrs. from April 1, 1912, renewable.....	.....	35% of gross collections to railway and 10% to Agent, monthly.		
156 sq. ft.....	During pleasure.....	Jan. 1, 1912.	1 00	Jan. 1....	Jan. 1, 1912.
0·6 acre.....	"	Sept. 30, 1911.	20 00	Sept. 30 ...	Sept. 30, 1911.
0·099 acre.....	"	July 1, 1912.	1 00	July 1....	July 1, 1912.
.....	"	April 1, 1912.	1 00	April 1....	April 1, 1912.
.....	99 years from Oct. 1, 1912.....	Oct. 1, 1912.	1 00	Oct. 1....	Oct. 1, 1912.
1,740 sq. ft.....	During pleasure.....	Sept. 1, 1912.	5 00	Sept. 1....	Sept. 1, 1912.
4,700 sq. ft.....	"	" 1, 1912.	5 00	Sept. 1....	" 1, 1912.
3,750 sq. ft.....	"	" 1, 1912.	5 00	" 1....	" 1, 1912.
.....	"	Aug. 1, 1912.	1 00	Aug. 1....	Aug. 1, 1912.
.....	"	July 1, 1912.	1 00	July 1....	July 1, 1912.
.....	"	" 1, 1912.	5 00	July 1....	" 1, 1912.
.....	"	Jan. 1, 1912.	1 00	Jan. 1....	Jan. 1, 1912.

WATER POWER and other Public Property leased by the Department of

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
19690	Oct. 19	The Atlantic Lumber Company, Limited	Priv. to lay and maintain one 10" blow-pipe across the lands and under tracks of the I.C.R. at a point 9·06 miles east of Truro, N.S.
19691	" 19	Hiram D. McLean	Priv. to lay and maintain a 10" blow-pipe across lands and under tracks of I.C.R. at a point 8·99 miles east of Truro, N.S.
19692	" 19	Corporation of the Seminary of Rimouski	Priv. to lay and maintain a 1" water pipe across right of way and under tracks of the I.C.R. near station at Rimouski, Que.
19693	" 21	The River Philip Lumber and Sluice Company	Priv. to lay and maintain a sluice-way under eastern span of River Philip Bridge and across right of way of I.C.R. at point ·35 miles west of Oxford Junction Station, N.S.
19701	" 26	The New Brunswick Telephone Co., Ltd	Priv. to erect and maintain a telephone wire across tracks of I.C.R. at Painsec Junction, Co. of Westmorland, N.B.
19702	" 26	The New Brunswick Telephone Co., Ltd	Priv. to erect and maintain telephone wires across lands and over tracks of I.C.R. at point 1,716 feet east of Mile Post 42 from St. John, and at point 588 feet west of Mile Post 42 from St. John.
19707	Nov. 2	Thomas G. Scott	Land at Dalhousie Co. of Restigouche, N.B.
19708	" 2	Charles A. Ross	Land at Pictou Landing, Co. of Pictou, N.S.
19721	" 16	Price Brothers and Company, Limited	Land at Montmagny, Co. of Montmagny, Que.
19724	" 20	Moncton Tramways, Electricity and Gas Co., Ltd	Priv. to lay, maintain and operate extension of street railway on John Street, Moncton, N.B., from boundary line of I.C.R. property towards railway shops, 665 feet.
19726	" 20	The New Brunswick Telephone Company, Limited	Priv. to stretch and maintain six telephone wires across tracks of I.C.R. at public crossing 376 feet west of Loggieville Station, N.B.
19802	Dec. 17	The Acadia Coal Company, Limited	Priv. to erect and maintain 2 telephone wires across lands and tracks of I.C.R. at a point 600 feet west of Lourdes Station, N.S.
19803	" 17	Leon N. Cotnoir	Land at St. Germain, Co. of Drummond, Que.
19811	" 20	The Acadia Telephone Company	Priv. to erect and maintain telephone poles and wires on I.C.R. lands at Rogersville, N.B.
19812	" 20	J. Alfred Savoie and J. Alcide Savoie	Land at Manseau, Co. of Nicolet, Que.
19813	" 20	Municipality of St. Romuald	Priv. to lay and maintain a 4" water pipe and an 8" sewer pipe across lands and under tracks of I.C.R. at St. Romuald, Co. of Levis, Que.
19814	" 20	John Edward McDonald	Land at Belmont, Co. of Colchester, N.S.
19815	" 20	The Moncton Tramways Electricity and Gas Company, Limited	Priv. to stretch and maintain 4 wires for lighting purposes across lands and tracks of I.C.R. on line of George St., Moncton, N.B.
19816	" 20	The Moncton Tramways, Electricity and Gas Company, Limited	Priv. to lay and maintain pipes for the conveyance of natural gas under tracks of I. C. Railway at certain crossings in the City of Moncton, N.B.
19825	" 27	John Herbert Shaw	Land at Pictou Landing, Co. of Pictou, N.S.

Railways and Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First instalment due.
			$		
.....	During pleasure.....	Aug. 1, 1912.	1 00	Aug. 1....	Aug. 1, 1912.
.....	"	" 1, 1912.	1 00	" 1....	" 1, 1912.
.....	"	Jan. 1, 1912.	1 00	Jan. 1....	Jan. 1, 1912.
.....	"	Sept. 1, 1912.	1 00	Sept. 1....	Sept. 1, 1912.
.....	"	Aug. 1, 1912.	1 00	Aug. 1....	Aug. 1, 1912.
.....	"	Sept. 1, 1912.	2 00	Sept. 1....	Sept. 1, 1912.
525 sq. ft.....	"	Oct. 1, 1912.	5 00	Oct. 1....	Oct. 1, 1912.
6,600 sq. ft.....	"	Sept. 1, 1912.	5 00	Sept. 1....	Sept. 1, 1912.
1,264 sq. ft.....	"	Oct. 1, 1912.	1 00	Oct. 1....	Oct. 1, 1912.
6,756 sq. ft.					
192 sq. ft.					
.....	"	" 1, 1912.	1 00	Oct. 1....	" 1, 1912.
.....	"	" 1, 1912.	1 00	" 1....	" 1, 1912.
.....	"	" 1, 1912.	1 00	" 1....	" 1, 1912.
3,500 sq. ft.....	"	" 1, 1912.	5 00	" 1....	" 1, 1912.
.....	"	Jan. 1, 1910.	1 00	Jan. 1....	Jan. 1, 1910.
687 sq. ft.....	"	Oct. 1, 1912.	5 00	Oct. 1....	Oct. 1, 1912.
.....	"	" 1, 1912.	1 00	" 1....	" 1, 1912.
300 sq. ft.....	"	" 1, 1912.	1 00	" 1....	" 1, 1912.
.....	"	" 1, 1912.	1 00	" 1....	" 1, 1912.
.....	"	Nov. 1, 1912.	1 00	Nov. 1....	Nov. 1, 1912.
5,000 sq. ft.....	"	Sept. 1, 1912.	5 00	Sept. 1....	Sept. 1, 1912.

WATER POWER and other Public Property leased by the Department of

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1913		
19834	Jan. 4	City of St. John	Priv. to lay and maintain a 36" pipe across lands and under tracks of I.C.R. at St. John, N.B.
b19960	" 7	Atlantic Sugar Refining Company, Limited	Land in the City of St. John, N.B.
19996	Mar. 20	The Adamsville Telephone Company, Limited	Priv. to stretch and maintain a telephone wire across main line of I.C.R. at Adamsville, Co. of Kent, N.B.

PRINCE EDWARD

	1912		
19465	Apr. 30	G. DesRoches & Company	Land at Miscouche, Co. of Prince, P.E.I.
19804	Dec. 18	M. C. Delaney	Land at Albany Station, P.E.I.
19818	" 20	Benjamin Gallant	Land at Bloomfield, P.E.I.
19819	" 20	Daniel W. Howard	Land at Milton Station, P.E.I.
	1913		
19910	Jan. 30	Government of Prince Edward Island	Priv. to lay and maintain a sewage pipe across right of way of railway in Royalty of Charlottetown, P.E.I.

LACHINE

	1912		
19434	Apr. 9	Dominion Flour Mills, Limited	Priv. to construct and maintain a concrete tunnel under and across Canal lands opposite Cad. Lot. No. 3412-4, in Par. of Montreal, Que.
*19435	" 9	Dominion Cartridge Company, Limited	Priv. to maintain a 3" water pipe from Canal to Lessee's property on Cadastral Lot No. 2152, St. Henri, Montreal; and draw water.
19461	" 25	The Steel Company of Canada, Limited	Land on north bank of Canal near River St. Pierre Culvert.
19462	" 25	The Canadian Pacific Railway Company	Priv. to lay, maintain and operate a siding on south side of Canal, in St. Paul Ward, Montreal.
19488	June 1	Town of Lachine	Priv. to erect and maintain on Canal lands above Lachine Locks, two steel towers to carry electric wires across Canal.
19499	" 1	The William Rutherford and Sons Company, Ltd.	Land on North West side of Canal near Brewster's Bridge in Town of Ste. Cunegonde, Parish of Montreal.
19548	" 11	Page Hersey Iron, Tube and Lead Company, Ltd.	Land at St. Henry, Montreal.
19549	" 1	The N.K. Fairbank Company, Limited	Priv. to lay and maintain a sewer across Canal lands and under Canal from Lessee's works on Cad. Lot No. 1020, Par. of Lachine, to Collecting drain on North side of Canal.
†19553	" 12	City of Montreal	Land, part of Cad. Lot No. 327 in Ste. Ann's Ward, Montreal.

b Letters Patent.
*Supersedes Lease No. 16900 dated Nov. 21, 1907.
†Cancels or supersedes Lease No. 19168.

Railways and Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First instalment due.
			$		
.....	During pleasure.....	Nov. 1, 1912.	1 00	Nov. 1....	Nov. 1, 1912.
0·66 acre.....	21 years.....	Jan. 7, 1913.	1 00	Jan. 7....	Jan. 7, 1913.
.....	During pleasure.....	Sept. 1, 1912.	1 00	Sept. 1....	Sept. 1, 1912.
ISLAND RAILWAY.					
1,250 sq. ft.....	During pleasure.....	Mar. 1, 1912.	5 00	Mar. 1....	Mar. 1, 1912.
1,050 sq. ft.....	"	Sept. 1, 1912.	1 00	Sept. 1....	Sept. 1, 1912.
625 sq. ft.....	"	Oct. 1, 1912.	5 00	Oct. 1....	Oct. 1, 1912.
600 sq. ft.....	"	Nov. 1, 1912.	5 00	Nov. 1....	Nov. 1, 1912.
.....	"	Oct. 1, 1911.	1 00	Oct. 1....	Oct. 1, 1911.
CANAL.					
.....	During pleasure.....	Mar. 1, 1912.	20 00	Mar. 1....	Mar. 1, 1912.
.....	"	Feb. 1, 1912.	60 00	Feb. 1....	Feb. 1, 1912.
1,500 sq. ft.....	"	Mar. 1, 1912.	45 00	Mar. 1....	Mar. 1, 1912.
.....	"	April 1, 1912.	96 00	April 1....	April 1, 1912.
.....	"	" 1, 1912.	25 00	" 1....	" 1, 1912.
5,550 sq. ft.....	"	May 1, 1912.	333 00	May 1....	May 1, 1912.
3,800 sq. ft.....	"	" 1, 1912	152 00	" 1....	" 1, 1912.
.....	"	April 1, 1912.	50 00	April 1....	April 1, 1912.
6,600 sq. ft.....	21 years renewable....	May 1, 1912.	5 00	May 1....	May 1, 1912.

WATER POWER and other Public Property leased by the Department of

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1912		
c19588	July 19	The Ottawa Forwarding Company, Limited...	Space, Flour Shed No. 1, fronting on Basin No. 4.....
19594	" 20	G. E. Jacques & Company.....	Space, Flour Shed No. 3, fronting on Basin No. 3.....
19595	" 20	G. E. Jacques & Company.....	Space, St. Gabriel Shed No. 1, on St. Gabriel Basin No. 1....
d19596	" 20	The Canadian Sand and Gravel Company.....	Land on south bank of Canal, west of St. Gabriel Lock.....
19600	" 20	J. W. Norcross.....	Flour Shed No. 2 on Basin No. 3, and Flour Sheds Nos. 4 and 5 on North side of Basin No. 2.....
19616	Aug. 20	Matthews-Laing, Ltd...	Land on south east side of Mill Street, fronting on Oak Street, at Point St. Charles.....
19620	Aug. 7	The Hall Engineering Works.....	Tate Dry Dock and Canal lands, being pt. of Cad. Lot No. 326, in Parish of Montreal.....
e19641	Sept. 5	Montreal Park and Island Railway.....	Lots 1005, 950 and 964 of Par. of Lachine, Co. of Jacques Cartier, Que.....
19642	" 5	Montreal Park and Island Railway.....	Part of Lot No. 3606 of Par. of Montreal, Co. of Jacques Cartier, Que.....
19678	Oct. 12	Canadian Car and Foundry Company, Limited.....	Priv. to lay and maintain and operate on Canal lands, on north bank of Canal, a track 2,000 feet long.....
19683	Sept. 25	The Bell Telephone Company of Canada, Ltd.....	Priv. to erect and maintain 2 poles on north side of Canal for purposes of running wires to premises of Dominion Mahogany and Veneer Company.....
19694	Oct. 22	The Imperial Oil Company, Limited.....	Priv. to lay and maintain three 6-inch iron pipes under Canal lands at Cote St. Paul.....
f19801	Dec. 17	The Grand Trunk Railway Company of Canada.....	Priv. to lay, maintain and operate railway tracks on Canal lands west of Wellington Basin.....
19820	" 20	City of Montreal.....	Priv. to lay and maintain a 36" water main under Canal on line of Seminary Street.....
	1913		
19829	Jan. 9	Andrew Baile	Land, part of Lot No. 324 on west side of Wellington Basin, St. Anne's Ward, Montreal.....
	1912		
19830	Dec. 17	Canadian Pacific Ry. Co.....	Priv. to lay and maintain 2 12" water pipes across Canal lands and under Canal near swing bridge.....
19831	" 27	Canadian Pacific Ry. Co.....	Priv. to lay and maiantain and operate spur line of railway on Canal land from Boundary stone No. 77 and connecting with south branch line, 240 feet.....

c Assigned to The Ottawa Transportation Company, Limited, by No. 19933.
d Surrendered.
e Cancels Lease No. 12294, of March 5th, 1896, and supersedes said Lease as to part of Lots Nos. 950, and 964.
f Cancels and supersedes Lease No. 8735, dated Feb. 1st, 1888.

Railways and Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First instalment due.
			$		
14,122·5 sq. ft.	5 years	May 1, 1912.	2,118 37½	May 1	May 1, 1912.
7,078·8 sq. ft.	5 "	Oct. 1, 1912.	1,061 82	Oct. 1	Oct. 1, 1912.
30,260 sq. ft.	5 "	May 1, 1912.	3,631 20	May 1	May 1, 1912.
13,500 sq. ft. 13,949·5 sq. ft. 6,212·5 "	During pleasure	" 1, 1912.	405 00	" 1	" 1, 1912.
9,256·4 "	5 years	" 1, 1912.	5,465 19	" 1	" 1, 1912.
15,491 sq. ft.	17 " 10 mos.	" 1, 1912.	620 00	" 1	" 1, 1912.
	10 "	" 1, 1912.	4,000 00	" 1	" 1, 1912.
4·7815 acre 0·233 arp. 0·215 arp.	6 "	" 1, 1911.	10 00	" 1	" 1, 1911.
6,672 sq. ft.	21 years	June 1, 1910.	66 72	June 1	June 1, 1910.
	During pleasure	Oct 1, 1912.	640 00	Oct. 1	Oct. 1, 1912.
	"	Sept. 1, 1912.	2 00	Sept. 1	Sept. 1, 1912.
	"	Aug. 1, 1912.	10 00	Aug. 1	Aug. 1, 1912.
	"	Oct. 1, 1912.	2,197 50	Oct. 1	Oct. 1, 1912.
	"	Nov. 1, 1912.	1 00	Nov. 1	Nov. 1, 1912.
27,300 sq. ft.	5 years renewable	Oct. 1, 1912.	2,184 00	April 1 Oct. 1	April 1, 1912.
	During pleasure	April 1, 1912.	50 00	April 1	April 1, 1912.
	12 yrs. and 2 mths.	Sept. 1, 1912.	60 00	Sept. 1	Sept. 1, 1912.

WATER POWER and other Public Property leased by the Department of

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
			BEAUHARNOIS
19433	1912 April 12	Pascal Mercier	Land, part of lot No. 531 of Town of Valleyfield, Que.
‡19569	June 29	Joseph Lalonde	Land between King's Highway and River St. Lawrence, pt. of Lot No. 160 of Official Plan and Book of Reference for Par. of Ste. Cecile, Co. of Beauharnois, Que.
			CHAMBLY
19913	1913 Jan. 30	The Montreal and Southern Counties Ry. Co.	Priv. to erect and maintain 2 sets of poles on Canal land to carry a trolley wire for electric railway line crossing Canal at Chambly Canton.
19832	1913 Jan. 4	The Grand Trunk Railway Company of Canada	Priv. to lay cable for transmission of 30 h.p. of electric power from Mill Street power station to Lessee's swing bridge, east of the Wellington Street Bridge.
19836	1912 Dec. 26	The N. K. Fairbank Company, Limited	Priv. to lay and maintain an 8″ service pipe to draw water from Canal to Lessee's works at Cote St. Paul, and a 12″ pipe to draw water for fire protection.
19911	1913 Jan. 30	The Dominion Gresham Guarantee and Casualty Company	Priv. to lay and maintain a 1″ iron pipe across Canal land on north bank of Canal.
19912	Feb. 10	Dominion Flour Mills, Limited	Land on north bank of Canal at south east corner of new Basin at St. Henry; also priv. to erect and maintain a conveyor, spout and wire.
19936	Mar. 5	Canadian Carbonate Company, Limited	Priv. to lay and maintain an 8″ water pipe across Canal lands from Canal to Lessee's works on Cad. Lots Nos. 3523 and 3524, Par. of Montreal, Que., and draw water.
19944	" 4	Dominion Mahogany & Veneer Company, Limited	Priv. to lay and maintain an 8″ pipe from Canal to Lessee's works on Cad. Lot No. 1005 of Parish of Lachine, and draw water.
19949	" 14	Canadian Car and Foundry Company, Limited	Priv. to lay, maintain and operate a single track line of railway on north bank of canal.
19950	" 20	The Bell Telephone Co. of Canada, Limited	Priv. to lay and maintain nine 3½ inch conduit pipes across Canal lands and across Canal west of Napoleon Street Bridge, Montreal.

‡ Supercedes Lease No. 15418, dated April 20, 1904.

Railways and Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First instalment due.
			$		
.....	During pleasure.....	July 19, 1912.	225 00	July 19....	July 19, 1912.
.....	"	Oct. 1, 1912.	463 32	Oct. 1....	Oct. 1, 1912.
.....	"	Jan. 1, 1913.	1 00	Jan. 1....	Jan. 1, 1913.
1,660 sq. ft.	"	Feb. 1, 1913.	66 00	Feb. 1 ..	Feb. 1, 1913.
.....	"	Mar. 1, 1913.	360 00	Mar. 1....	Mar. 1, 1913.
.....	"	May 1, 1913.	360 00	May 1 ...	May 1, 1913.
.....	21 years.....	Mar. 1, 1913	50 00	Mar. 1 ...	Mar. 1, 1913.
.....	During pleasure.....	" 1, 1913.	50 00	" 1 ...	" 1, 1913.
CANAL.					
0·8 arp.....	During pleasure.....	Oct. 1, 1911.	1 00	Oct. 1....	Oct. 1, 1911.
8 arp., 25 per.....	"	April 1, 1912.	4 00	April 1....	April 1, 1912.
CANAL.					
.....	During pleasure.....	Nov. 1, 1912.	5 00	Nov. 1....	Nov. 1, 1912.

WATER POWER and other Public Property leased by the Department of

CHATS FALLS

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
19670	1912 Oct. 3	The Canadian Northern Ontario Railway Co..	Land, part of Lot No. 29, Range 1, Tp. of Bristol, Co. of Pontiac, Que.....

GALOPS

19633	1912 Sept. 5	M. F. Beach.....	Priv. to erect and maintain an electric transmission line on Canal lands in Village of Iroquois, Ont., on Iroquois section of Canal.....
19666	Oct. 3	The Bell Telephone Co. of Canada, Limited...	Priv. to lay and maintain a telephone cable under Canal at point 406 feet west of Swing Bridge over Lock No. 25 at Iroquois, and to erect and maintain 2 poles.....
**19711	Nov. 2	George Robinson.....	Land and land covered with water on north side of King's highway on west half of Lot No. 30 in 1st Concession of the Township of Matilda, Co. of Dundas, Ont.....

MURRAY

19673	Oct. 3	W. W. Porte.....	Priv. to erect and maintain a telephone line across Canal and Canal lands at Brighton Road Bridge.....

RIDEAU

19436	1912 April 12	The Ottawa Gas Company.....	Priv. to lay and maintain a 12" gas main across Canal lands and under Canal west of Bronson Avenue Swing Bridge, in the City of Ottawa, Ont.....
19467	May 3	Ottawa Terminals Ry. Co.....	Priv. to lay a tile pipe from point between Chateau Laurier and Dufferin Bridge to Canal.....
*h*19469	June 1	W. W. Walker.....	Land, part of Lot No. 17 in the 7th Con. of the Tp. of North Elmsley, Ont.....
*i*19583	" 28	Trustees of "The Ottawa Motor Boat Association.....	Land covered with water on south side of Canal, opposite Exhibition Grounds, near Bank Street Bridge, Ottawa, Ont.
*j*19597	July 20	W. J. Henry.....	Land covered with water, part of Lot "K," Concession "C," Tp. of Nepean, Co. of Carleton, Ont.....
*k*19901	1913 Jan. 30	W. H. Sturgeon.....	Part of Lot No. 1 in the 5th Con. of Tp. of South Crosby, in the County of Leeds, Ont.....
*l*19914	Jan. 30	William J. Henry.....	Land on east bank of Canal in Lot "K," Concession "C," Tp. of Nepean County of Carleton, Ont.....
19932	Mar. 1	The Ottawa Gas Co....	Priv. to lay and maintain a 24" gas main across Canal lands and under Canal in vicinity of Hawthorne Street, Ottawa, Ont..

** Cancels and supersedes Lease No. 17933, dated Sept. 1, 1909.
h Assigned to Jas. V. Watson by No. 19722.
i Assigned to The Ottawa Motor Boat Club, Ltd., by No. 20018.
j Cancelled, surrendered and superseded by No. 19914.
k Supersedes No. 18877, dated Dec. 21, 1910.
l Cancels, surrenders and supersedes Lease No. 19597, dated July 20, 1912.

Railways and Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

CANAL.

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First instalment due.
			$		
0·46 acre	21 years renewable	Oct. 1, 1912.	1 00	Oct. 1	Oct. 1, 1912.

CANAL.

	During pleasure	Aug. 1, 1912.	2 00	Aug. 1	Aug. 1, 1912.
	"	Sept. 1, 1912.	1 00	Sept. 1	Sept. 1, 1912.
1,342 acre	"	Mar. 1, 1912.	1 00	Mar. 1	Mar. 1, 1912.

CANAL.

	During pleasure	Sept. 1, 1912.	1 00	Sept. 1	Sept. 1, 1912.

CANAL.

	During pleasure	April 1, 1912.	1 00	April 1	April 1, 1912.
	"	Oct. 1, 1911.	1 00	Oct. 1	Oct. 1, 1911.
0·6 acre	"	May 1, 1912.	5 00	May 1	May 1, 1912.
2·37 acre	"	" 1, 1912.	1 00	" 1	" 1, 1912.
0·63 acre	"	July 1, 1912.	50 00	July 1	July 1, 1912.
1·6 acre	"	Jan. 1, 1913.	7 50	Jan. 1	Jan. 1, 1913.
1·3 acre	"	" 1, 1913.	15 00	" 1	" 1, 1913.
	"	Feb. 1, 1913.	1 00	Feb. 1	Feb. 1, 1913.

WATER POWER and other Public Property leased by the Department of

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
19951	Mar. 20	T. A. Kidd	Land and land covered with water on south side of Canal Cut at Burritt's Rapids Lock Station, being part of Lot 5 in the 1st Concession, Co. of Grenville, Ont
			SAULT STE.
*n*19607	1912 Aug. 2	The Algoma Central and Hudson Bay Railway Company	Portions of St. Mary's Island and adjacent waters, in Town of Sault Ste. Marie, Algoma District, Ont
			TRENT
*o*19437	April 9	George E. Laidlaw	Land, parts of Lots Nos. 1, 2, 3, 4, and 5, parts of Lot lettered "C" and parts of Block known as Govt. Reserve, south of Portage Road, Tp. of Bexley, Co. of Victoria, Ont
19438	April 9	The Canadian Pacific Railway Company	Priv. to erect and maintain a telegraph line over Canal on lot No. 6, Con. "B," Tp. of Thorah, Co. of Ontario, Ont
19617	Aug. 7	E. H. Mann and Company	Land, pt. of Lot No. 1 in the 12th Concession of the Tp. of Douro, Co. of Peterborough, Ont
*p*19619	" 7	John McPherson	Land in 3rd and 4th Concession of Township of Eldon, Co. of Victoria, Ont
19823	Nov. 26	The Seymour Power and Electric Co., Ltd	Priv. to erect and maintain a transmission line across Trent River in Campbellford, Ont
19946	1913 Mar. 14	The Campbellford, Lake Ontario and Western Railway Company	Priv. to construct and maintain a high level bridge over Trent River in Town of Trenton, Ontario, and of operating a line of railway thereon
19961	Mar. 29	Crushed Stone, Limited	Land, part of the east half of Lot No. 1 and the west half of Lot No. 1 in the 8th Con. of the Tp. of Carden, Co. of Victoria, Ont.; and privilege to take stone piled thereon
			WELLAND
*q*19477	1912 May 1	The Buffalo Union Furnace Company	Land and Land covered with water on east side of Canal Basin in Port Colborne, being parts Lots Nos. 26 and 27 in 1st Con. of Tp. of Humberstone, Co. of Welland
19498	June 1	Milo Gillap	Land on north side of Canal Feeder between Tamarack and Oak Streets, in Dunnville, Ont.; being part of Lot No. 3 in 1st Range, Tp. of Moulton, Co. of Haldimand
19584	" 28	The Queen City Oil Co., Ltd	Land, part of Lot No. 12 in 6th Con. of the Tp. of Grantham, Co. of Lincoln, Ont.; and privilege to lay and maintain 3 pipe lines from Canal to said parcel of land

n Cancels and supersedes Lease No. 14879, dated March 29th, 1902.
o Cancels and supersedes Lease No. 18363, dated April 25th, 1910.
p Cancels and supersedes Lease No. 18404 granted to Peter McPherson, dated May 30th, 1910.
q Supersedes Leases Nos. 15220, 15222, 15223, 15224, 15225, 15226 and 15587.

Railways and Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First instalment due.
			$		
1,332 sq. ft.	During pleasure	April 1, 1913.	5 00	April 1	April 1, 1913.
MARIE CANAL.					
17·94 acre	21 years	April 1, 1912.	400 00	April 1	April 1, 1912
CANAL.					
16·88 acres. 40·6 acres	During pleasure	Mar. 1, 1912.	28 50	Mar. 1	Mar. 1, 1912.
	"	Jan. 1, 1912.	1 00	Jan. 1	Jan. 1, 1912.
1·4 acres	"	Mar. 1, 1912.	25 00	Mar. 1	Mar. 1, 1912.
26·66 acres. 13·23 acres	"	Mar. 15, 1912.	39 89	Mar. 15	Mar. 15, 1912.
	"	Nov. 1, 1912.	1 00	Nov. 1	Nov. 1, 1912.
	21 years renewable	Jan. 1, 1913.	10 00	Jan. 1	Jan. 1, 1913.
2·415 acres	During pleasure	Mar. 1, 1913.	30 00	Mar. 1	Mar. 1, 1913.
CANAL.					
5·00 acres, 55·47 acre	21 years renewable	May 1, 1912.	2,689 80	May 1	May 1, 1912.
0·06 acres	During pleasure	" 1, 1912.	10 00	" 1	" 1, 1912.
1·9 acres,	"	April 1, 1912.	25 00	April 1	April 1, 1912.

WATER POWER and other Public Property leased by the Department of

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
19618	Aug. 20	The Grand Trunk Railway Company of Canada	Land, part of Lot No. 27 in 1st Con. of Tp. of Humberstone, Co. of Welland, Ont., now in Village of Port Colborne
19658	Sept. 25	City of St. Catharines	Land and priv. to construct concrete arch bridge over old canal in St. Catharines
19672	" 25	The Ontario Power Co. of Niagara Falls	Priv. to erect and maintain an electric transmission line along east and south sides of Old Canal, from Lock No. 4 to vicinity of Lock No. 2, St. Catharines, Ont
19679	" 25	The Ontario Power Co. of Niagara Falls	Priv. to lay and maintain a 3" intake pipe across Canal lands and draw water from Canal, and lay and maintain a return pipe, at Port Colborne, Ont
19695	Oct. 19	The Dunnville Consolidated TelephoneCompany, Ltd	Priv. to erect 2 telephone lines, one on each side of Feeder from Junction to line between Tps. of Moulton and Wainfleet; also to lay submarine cable across Feeder at Stromness Station
19698	Oct. 26	The Maple Leaf Rubber Company, Limited	Land between Old and New Canals, near Lock No. 1, and being part of Lot No. 21 in 1st Con. of the Tp. of Grantham, Co. of Lincoln, Ont
19710	Nov. 2	The Steel and Radiation, Limited	Priv. to lay and maintain a 4" water pipe across Canal land at St. Catharines, Ont.; and draw 25,000 gal. of water per day
19719	" 11	The Niagara, St. Catharines and Toronto Railway Company	Priv. to lay and maintain rails upon Bridge over Canal at Niagara Street crossing at St. Catharines, Ont.; for purposes of electric line of railway
19821	Dec. 20	Township of Crowland	Priv. to lay and maintain a 12" Sewer Pipe on Canal lands in Tp. of Crowland, and to connect same with Government sewer along east side of Canal
19822	" 20	E. H. McNulty	Land in Village of Port Dalhousie, being part of Lot No. 21 in 1st Con. of Tp. of Grantham, Co. of Lincoln, Ont
19907	1913 Feb. 6	Village of Port Colborne	Land, parts of Lot No. 27 in the 1st Con. of the Tp. of Humberstone, County of Welland, Ont
19916	" 17	The Ontario PowerCompany of Niagara Falls	Priv. to erect and maintain a transmission line over railway spur to the Government elevator at Port Colborne, Ont

Railways and Canals during the Fiscal Year ended March 31, 1913—*Continued.*

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First instalment due.
			$		
14·33 acres	21 years renewable	Feb. 1, 1912.	475 20	Feb. 1	Feb. 1, 1912.
0·09 acre	21 years	Sept. 1, 1912.	1 00	Sept. 1	Sept. 1, 1912
	During pleasure	July 1, 1912.	200 00	July 1	July 1, 1912.
	"	Aug. 1, 1912.	20 00	Aug. 1	Aug. 1, 1912.
	"	July 1, 1911.	25 00	July 1	July 1, 1911.
0·38 acre	8 yrs. and 9 mths. renewable	Aug. 1, 1912.	30 00	Aug. 1	Aug. 1, 1912.
	During pleasure	Sept. 1, 1912.	100 00	Sept. 1	Sept. 1, 1912.
	"	Jan. 1, 1913.	300 00	Jan. 1	Jan. 1, 1913.
	"	Oct. 1, 1912.	5 00	Oct. 1	Oct. 1, 1912.
0·06 acre	"	Dec. 1, 1912.	10 00	Dec. 1	Dec. 1, 1912.
1·70 acre 0·11	"	Jan. 1, 1913.	1 00	Jan. 1	Jan. 1, 1913.
	"	Feb. 1, 1913.	1 00	Feb. 1	Feb. 1, 1913.

H. F. ALWARD,
Departmental Solicitor.

PROPERTY leased to the Department of Railways and Canals by

INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
19621	1912 Aug. 7	J. P. Fairbanks.....	Space for ticket office and division freight office, in Nos. 107, 109 and 144 Hollis Street, Halifax, N.S.....
19712	" 29	The Western Union Telegraph Company.....	All rooms of ground floor of building known as No. 3, and 2 rooms and toilet of 2nd floor of building known as No. 5 King Street, St. John, N.B.....

TRENT

19637	Sept. 5	The Hamilton Bridge Works Co., Ltd.....	Land in City of Hamilton, Ont.....

QUEBEC

19439	April 12	William Massey Birks et al.....	Of Rooms Nos. 301, 302, 303, 304, 305, 306 and 307 in building known as "New Birks Building," on Phillips Square, Montreal
19523	" 18	St. Lawrence Bridge Company, Limited...	Land, part of Cad. Lot No. 915 in Par. of Lachine Co. of Jacques Cartier.....

QUEBEC

19440	April 9	William Massey Birks et al.....	Rooms Nos. 708, 709, 710, 711 and 713 in building known as "New Birks Building," on Phillips Square, Montreal.....

various parties during the Fiscal Year ended March 31, 1913.

RAILWAY.

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First instalment due.
			$		
.....	5 years renewable.....	May 1, 1912.	2,500 00	Quarterly...	May 1, 1912.
.....	5 years.....	" 1, 1912.	1,000 00	"	" 1, 1912.

CANAL.

5,000 sq. ft.....	Until expiry of contract No. 19144.....	Sept. 5, 1912.	1 00	Sept. 5 ...	Sept. 5, 1912.

CANALS.

.....	3 years.....	May 1, 1912.	2,500 00	Quarterly...	May 1, 1912.
700,400 sq. ft.....	Until metal work under contract No. 19007 is delivered...	Mar. 1, 1912.	1 00	for whole period of occupancy	Mar. 1, 1912.

BRIDGE.

.....	3 years.....	May 1, 1912.	1,800 00	Quarterly...	May 1, 1912.

H. F. ALWARD,
Departmental Solicitor.

PROPERTY conveyed to the Department of Railways and

INTERCOLONIAL

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1912.		
†19527	Feb. 12.	James D. Ross	Land at
†19532	Feb. 15.	W. Medford Christie *et al.*	Land at
	1911.		
†19534	Dec. 23.	Estate of Wm. Rhodes	Land in St. Lawrence Ward
†19562	May 8.	Jacob Y. Mersereau *et ux.*	Land at White Rapid Brook, 5½ miles east of Blackville
†19625	Nov. 10.	Margaret Matheson	Land at
	1912.		
19627	July 11.	Sarah J. C. Kelly	Land at North Sydney, Lot No. 240
19628	May 9.	Patrick Dwyer	Land on east side of Campbell Road
19697	July 4.	Joseph J. Johnson *et ux*	Land in
19720	April 11.	Emran C. Steeves *et ux*	Land under toe of abutment wing of St. George Street overhead bridge, and damages.
	1911.		
†19735	Feb. 1.	James A. McDonald	Parcel of land in Campbellton, N.B., granted under lease of April 30, 1909, between George Duncan and James A. McDonald, for the term of 999 years from June 16, 1892.
	1912.		
†19736	Jan. 23.	"	Parcel of land in Campbellton, N.B., granted under lease of June 16, 1892, between George Duncan and James A. McDonald, for the term of 999 years from June 16, 1892.
†19737	Jan. 22.	Peter M. Shannon	Parcel of land in Campbellton, N.B., granted under lease of Aug. 1, 1895, from Jno. and Mary A. Adams to Peter Roy, for term of 999 years from Aug. 1, 1895.
†19738	Feb. 1.	Elizabeth Nickerson	Parcel of land in Campbellton, N.B., granted under lease of April 20, 1877, between Elizabeth J. Adams and Robert J. Gordon, for the term of 999 years from Oct. 20, 1877.
*19739	May 13.	Pacifique D. Breau *et ux.*	Land on west side of Butler Street.
*19740	May 14.	Moncton Land Co. Ltd.	Land at
	1909.		
†19741	Feb. 19.	Andrew Loggie *et al.*	Land at
	1911.		
†19742	March 25.	Annie Cooke *et al.*	"
†19743	Dec. 1.	Robert Maddison *et ux*	Land at
	1912.		
†19744	Jan. 2.	William Richards & Co., Ltd.	"
†19745	Jan. 22.	John Adams *et al.*	"
†19746	Jan. 24.	Jane C. Duncan	"
†19747	Jan. 25.	William F. Ferguson	Parcel of land in Campbellton, N.B., granted under a lease from George Duncan on July 6, 1889, for 99 years.
†19748	Feb. 14.	City of Halifax	Land in
†19749	Feb. 19.	Francis A. Ronnan *et al.*	"
19750	April 29.	Frederick M. Tennant *et al.*	"
19751	May 8.	Isaac Creighton *et ux.*	Land on east side of Campbell Road
19752	May 8.	Abigail Hunt	" " "
19753	May 8.	Emma F. Knowlan *et al.*	" " "

Canals during the Fiscal Year ended March 31, 1913.

RAILWAY

District.	County.	Area.	Amount.
			$
Truro	Colchester, N.S.	0·369 acre	1,006 58
"	"	0·332 acre	2,013 16
Levis	Levis, Que.	1,783 sq. ft.	713 20
			Principal 178 30
			Interest 80 00
Blackville	Northumberland, N.B.	0·80 acre	100 00
North Sydney	Cape Breton, N.S.	1,300 sq. ft.	412 49
Sydney	"	2 acres	2,322 40
Halifax	Halifax, N.S.	4,785 sq. ft.	1 00
Truro	Colchester, N.S.	855 sq. ft.	730 00
Moncton	Westmorland	1 sq. ft.	1 00
Campbellton	Restigouche		2,000 00
"	"		1,100 00
"	"		4,000 00
Moncton	Westmorland	825 sq. ft.	200 00
"	"	1·02 / 10·36 acres	30,677 55
Dalhousie	Restigouche, N.B.	2,079 sq. ft.	Exchange of land
Painsec Junction	Westmorland, N.B.	0·53 acre	53 00
Moncton	"	420 sq. ft.	232 50
Campbellton	Restigouche, N.B.	9·50 / 7·70 acres	25,000 00
"	"	12,282 / 7,280 sq. ft.	594 00
"	"	1·62 acre	6,300 00
"	"		1,100 00
Halifax	Halifax, N.S.	1·208 acres	483 20
Sackville	"	0·22 acres	220 00
Moncton	Westmorland, N.B.	0·928 acre	275 77
Halifax	Halifax, N.S.	10,320 / 7,657 sq. ft.	3,547 40
"	"	4,734 sq. ft.	535 94
"	"	12,521 sq. ft.	3,777 08

PROPERTY conveyed to the Department of Railways and

INTERCOLONIAL

Number of Deed.	Date of Deed.	Grantor.	Lot.
1912.			
19754	May 9.	John McKinnon *et ux*..	Land on east side of Campbell Road.....
19755	May 9.	Richard Shea *et ux*....	" " " .....
19756	May 25.	Ellen Flanagan.....	Land on east side of Charlotte Street.....
19757	June 7.	Lucinda Taylor *et al*.	Land at Painsec Junction.....
19758	July 3.	Herbert A. Johnson *et al*.	Land at.....
19759	July 4.	Mary Jane Johnson and husband.	" .....
19760	July 26.	Mariner Blakney *et ux*.	Land at Sunny Brae.....
19761	Aug. 7.	A. Duncan Thomas *et ux*.	Land on west side of George Street.....
19762	Aug. 5.	Bertram E. Smith *et al*.	Land at.....
19763	Aug. 22.	Albert J. Trevors *et ux*	" .....
17965	Nov. 2.	Minnie Russel *et mar*..	Land on west side of George Street.....
	1910.		
†19766	Dec. 21.	George J. Sproul *et ux*.	Land at.....
	1911.		
†19767	March 23.	William Fenton.....	" .....
	1912.		
19768	Aug. 22.	William McLaughlin..	" .....
	1911.		
†19769	May 11.	The Riverside Cemetery Co.	" .....
	1912.		
‡19770	April 29.	Barbara A. Mowat....	Parcel of land in Campbellton, N.B., granted under lease of Aug. 22, 1889, between George Duncan and Cassimere Gallant, for the term of 99 years from Aug. 22, 1889.
‡19771	Jan. 24.	Alphonse C. Belle Isle	Parcel of land in Campbellton, granted under lease of Aug. 1, 1895, between John and Mary A. Adams and Peter Roy, for term of 999 years from Aug. 1, 1895.
19793	May 30.	William A. Black *et ux*	Land on north east side of I.C.R.....
	1911.		
†19839	Nov. 8.	Cyrus E. Pugsley *et ux*	Land $\frac{3}{4}$ of a mile east of.....
†19840	Nov. 18.	Clarence A. McCabe..	Land $\frac{3}{4}$ of a mile east of.....
	1912.		
†19841	Feb. 12.	David Pugsley.....	Land $\frac{1}{4}$ of a mile east of.....
19885	Nov. 25.	Alexander Dewar *et ux*	Land at Bear Brook Siding 1 mile east of.....
19889	Nov. 18.	Silas Williams *et ux*...	Land on south side of the south west branch of Miramichi River.
19918	April 3.	Miramichi Pulp and Paper Co.	Land at.....
19924	Dec. 5.	Marcellin Beauchene *et ux*.	Land, part of Cad. Lot No. 159.....
	1913.		
**19928	Jan. 16.	Dept. of Marine and Fisheries.	Exchange of land; the Dept. of Railways and Canals obtaining 2 parcels 5,255 sq. ft. and 583 sq. ft. for one parcel 24,044 sq. ft.
	1911.		
†19969	Dec. 30.	JosephTheberge(Rev)	Land at.....
	1912.		
19970	Aug. 27.	Thomas H. Perley....	" .....
	1911.		
†19971	March 13.	Thomas Murphy *et ux*	" .....

Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

RAILWAY—*Continued.*

District.	County.	Area.	Amount.
			$
Halifax	Halifax, N.S.	5,108 sq. ft.	2,347 91
"	"	5,543 sq. ft.	2,271 35
Fredericton	York, N.B.	9,400 sq. ft.	4,600 00
Moncton	Westmorland, N.B.	1,100 sq. ft.	20 00
Truro	Colchester, N.B.	1,680 sq. ft.	1 00
"	"	1,095 sq. ft.	1 00
Moncton	Westmorland, N.B.	564 sq. ft.	110 00
Fredericton	York, N.B.	1,932 sq. ft.	3,000 00
Moncton	Westmorland, N.B.	6,175 sq. ft.	461 70
Chatham	Northumberland, N.B.	1,836 sq. ft.	1 00
Fredericton	York, N.B.	1,932 sq. ft.	400 00
Chatham	Northumberland, N.B.	0·64 acre	253 12
"	"	2·06 acres	612 50
"	"	2,340 sq. ft.	883 33
"	"	4,580 / 4,750 sq. ft.	1,170 42
Campbellton	Restigouche, N.B.		2,700 00
"	"		1,500 00
Amherst	Cumberland, N.S.	2·15 acres	430 00
Maccan	"	0·27 acre	40 50
"	"	0·64 acre	96 00
"	"	0·87 acre	108 75
Barneys River Station	Pictou, N.S.	0·4 acre	50 00
Cushman's	Northumberland, N.B.	3,900 sq. ft. 1·1 acre	110 91
Chatham	"	13,744 / 2,288 sq. ft.	302 50
St. Fabien	Rimouski, Que.	0·17 acre	60 00
Chatham	Northumberland, N.B.	11 sq. ft.	10 08
"	"	1·06 / 2·95 acre	455 86
"	"	10,512 sq. ft.	1,008 33

PROPERTY conveyed to the Department of Railways and

INTERCOLONIAL

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1913.		
19972	Jan. 6.	Philip H. Loggie *et ux*	Land in Loggieville
	1912.		
20076	Sept. 24.	William McDonald	Land at
	1913.		
20077	March 28.	Peleg Demmens *et al.*	Land near
	1912.		
20078	Nov. 30.	Peter Prendergast *et ux*	Land on east side of Campbell Road
20079	Oct. 3.	Thomas Flynn	" " "
	1911.		
†20080	June 28.	Wm. B. Walsh *et ux*	Lot No. 41
	1912.		
20081	Dec. 24.	Helen McLaggan	Lots Nos. 43 and 43A
	1913.		
20084	Feb. 11.	Charles Lecomte	Part of Cad. Lot No. 197
	1912.		
20205	July 20.	Albert Fownes	Land at
20206	July 20.	Charles Waugh *et ux*	"
20207	Aug. 15.	Gwendolyn Crofton	"
20208	Aug. 15.	John W. Stephens *et ux*	"
20209	Aug. 21.	Sam. Geo. Thorne *et ux.*	"
20210	Aug. 21.	Nova Scotia Steel and Coal Co., Ltd., *et al*	"
*20211	Oct. 7.	Geo. E. Fisher *et ux*	Parcel of land No. 44
*20212	Oct. 8.	Wm. Wilkinson	Land being Lot 31
*20213	Dec. 18.	Andrew Loggie *et al*	Land being Lot 87
	1913.		
20214	March 6.	Miramichi Lumber Co.	Land at
	1911.		
†20233	Feb. 13.	Fred. M. Tweedie *et ux.*	"

PRINCE EDWARD

	1912.		
19624	May 16.	Charles R. Smallwood *et al*, Trustees of Estate of Lady Louisa A. Wood.	Parts of lots Nos. 60 and 61 in the 3rd Hundred and Lots Nos. 11, 12 and 13 in the 4th Hundred.

Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

RAILWAY—*Continued.*

District.	County.	Area.	Amount.
			$ cts.
.....	Northumberland, N.B.....	2·6 acres.....	2,535 38
Hopewell.....	Pictou, N.S.....	0·235 acre.....	300 00
Newport Station.....	Hants, N.S.....	8,750 sq. ft.....	175 00
Halifax.....	Halifax, N.S.....	4,930 sq. ft.....	2,200 00
"	"	10,233 sq. ft.....	3,033 66
Chatham.....	Northumberland, N.B.....	4·7 acres.....	529 16
"	"	{0·15} acre..... {1·16}	400 00 and interest
St. Valier.....	Bellechasse, Que.....	798 sq. ft.....	250 00
Sydney Mines.....	Cape Breton, N.S.....	5,500 sq. ft.....	300 00
"	"	0·33 acre..... 4,500 sq. ft.	1,000 00
"	"	12,700 sq. ft.....	697 50
"	"	4,300 sq. ft.....	232 50
"	"	0·02 acre.....	103 33
"	"	11·373 acres.....	6,757 60
Chatham.....	Northumberland, N.B.....	3·90 acres.....	1,815 00 with interest = $2,173.80, $175.00 being costs.
"	"	2·99 acres.....	522 50 with interest = $712, $130.00 being costs.
"	"	94,681 sq. ft.....	27,500 and interest, $400 being costs.
"	"	{27,800} {24,800} sq. ft {4,542}	2,700 00 and interest
"	"	21,212 sq. ft.....	17,196 88

ISLAND RAILWAY

Charlottetown.....	Queens, P.E.I.....	25,880 sq. ft.....	600 00

PROPERTY conveyed to the Department of Railways and

FARRAN'S POINT

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1912.		
19791	Sept. 11	John A. Sheets.....	Part of Lot No. 16.....
19792	Sept. 11.	Robert Sheets.....	Part of Lot No. 15.....

RIDEAU

	1912.		
19728	Aug. 5.	Jos. H. Webster *et ux.*	Dwelling house and outbuildings erected on Canal lands at..

TRENT

	1911.		
†19731	March 16.	Thos. Robinson *et ux.*	The West half of Part of Lot No. 25 in 10th Con. of the Township of.
	1912.		
†19732	Jan. 16.	Richard P. Grills *et ux*	Part of Lot No. 9 in Con. 3, Township of.....
†19733	Jan. 16.	Thos. H. Rowe *et ux*..	Part of North half of Lot No. 15, in 11th Con. of the Township of Seymour.
†19734	Jan. 23.	Charles Nicholas Jr., *et ux.*	Part of North half of Lot No. 16 in 10th Con. of the Township of Seymour.
	1913.		
19919	Jan. 31.	The York Construction Co., Ltd.	Part of Lot No. 107 in 1st Con. of Township of.....
19920	Jan. 31.	Thomas McAvoy *et ux*	Part of Lot No. 22 in South Block of West side of Front St., in
	1912.		
19915	June 19.	Maria Donahue *et al*..	Lot No. 10 on South side of Bridge Street.....
	1913.		
19973	March 8.	Frank J. Farley *et ux*.	Parts of Lecas Island in River Trent, Part of Lot No. 3 in Con. 1, and parts of Lots Nos. 3 and 4, in Con. 2.
19974	Feb. 20.	Milo A. Hawley.....	Lot "Y" and part of Lot "E," North side of Tice or Bridge Street; and half interest in a certain brick wall.
	1912.		
†20086	Feb. 15.	John Horsman *et ux*...	Parts of Lots Nos. 8 and 41 in Block XI on Inkerman and Balaclava Streets.
	1913.		
20087	Feb. 13.	Ellie Todd *et al*.....	Part of Lot No. 20 in South Block on west side of Front St.
20138	Feb. 19.	Daniel G. Clark.....	Part of North half of Lot No. 15 in the 11th Con. of Township of Seymour.
20216	March 13.	Patrick Cowan and Alice Cowan.	Part of North half of Lots Nos. 15 and 16, Con. XI.....
20217	March 28.	Patrick Cowan and Alice Cowan.	Part of Lot No. 17 in 10th Con. Township of Seymour.....
20218	March 31.	Rev. Geo. F. Whibbs and Jane O'Byrne.	Part of Lot No. 17 in 10th Con. and parts of North half of Lots Nos. 15 and 16 in 11th Con.

WELLAND

	1911.		
†*19246	Sept. 11.	Dept. of Marine and Fisheries.	Part of Lot "1A" of subdivision of Lot No. 28, Con. 1.....
	1912.		
19842	Dec. 9.	Alice E. Dickinson....	Land covered with water pts. of water lots in front of Sand Lot, in front of strip fronting Lots 1, 2 and 3 in front of Lots 4, 5 and 6 on Shore of Lake Erie.

†Too late for last year's Report.
‡Assignment of Lease.
*Judgment of the Exchequer Court.
**Order in Council.

SESSIONAL PAPER No. 20

Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

CANAL.

District.	County.	Area.	Amount.
			$ cts.
Farran's Point	Stormont, Ont	0·019 acre	17 82
"	"	0·013 acre	12 18

CANAL.

Nicholsons Locks	Grenville, Ont		500 00

CANAL.

Eldon	Victoria, Ont	3·40 acres	3 00 and 2·75 acres of Canal lands.
Seymour	Northumberland, Ont	21·9 acres	1,100 00
"	"	0·47 acres	30 00
"	"	1·6 acre	25 00
East Gwillimbury	York, Ont		125 00
Campbellford	Northumberland, Ont	0·20 acre	450 00
Frankford	Hastings, Ont	0·2 acre	25 00
Murray	Hastings, Ont	{4·10 / 3·74} acres	1 00 and exchange of land
Campbellford	Northumberland, Ont	0·08 acre	1,800 00
"	"	0·23 acre	150 00
"	"	0·23 acre	350 00
Seymour	"	5·5 acres	165 00
"	"	3·08 acres	111 00
"	"	3·70 acres	130 00
"	"	{3·70 / 3·08} acres	1 00

CANAL.

Humberstone	Port Colborne, Ont	0·525 acres	
Port Colborne	Welland, Ont	5·51 acres	7,687 03

H. F. ALWARD,
Departmental Solicitor.

LETTERS PATENT issued by the Department of Railways and Canals during the Fiscal Year ended March 31, 1913.

INTERCOLONIAL RAILWAY.

No.	Date.	Grantee.	Description.	Area.	Amount.	Remarks.
	1913.				$ cts.	
19959	Jan. 7..	Atlantic Sugar Refining Co., Ltd.	Deed of land in City of St. John, N.B.....	6·94 acres.....	100,000 00	
			CHAMBLY CANAL.			
19613	1912. Aug. 15..	Madame Alphonsine Leblanc (wife of Hormidas Riendeau	Deed of land being portion of Lot 130, Village of Chambly Basin, Que.	2,800 sq. ft.....	.....	
			LACHINE CANAL.			
19550	1912. June 5..	The City of Montreal.	Deed of part of Cad. Lot. No. 3414, on West side of the Cote St. Paul Road, Parish of Montreal, Que.	18,871 sq. ft....	9,435 50	
			WELLAND CANAL.			
†19248	1911. Sept. 1..	City of St. Catharines	Deed of part of Lot 13, Con. 6, Township of Grantham, County of Lincoln, Ont.	13·55 acres.....	1,016 25	

†Too late for last year's Report.

H. F. ALWARD,
Departmental Solicitor.

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1913.

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1912.			$ cts.
19547	May 30..	The Halifax and Eastern Ry. Co. The Dominion of Canada Trust Corporation, Ltd.	Indemnifying and saving harmless His Majesty from all claims which Company might have *re* making surveys for or constructing a line of railway from Dartmouth east.	85,000 00
19556	May 31..	Benjamin Tucker, guardian of the children of late Joseph Cuthbertson.	Claim owing to the death of Joseph Cuthbertson.	1,000 00
19557	June 4..	Rebecca McDonald.....	Of all claims, etc., owing to the death of her husband, Alex. J. McDonald.	1,000 00
19559	May 20..	Hopper Brothers.....	From all claims for damages to machinery in Excelsior Factory caused by raising of water in Leper Brook through ice jam caused by railway piers.	200 00
19576	July 9..	Oscar Savary.....	Damages to Oscar Savary from injuries sustained while in employ of railway at Carmel, Que.	500 00
19626	July 10..	Eva Bellavance.....	From all claims owing to death of Absolom Lavoie.	1,000 00
†19772	Feb. 16..	Edith May Stevens *et al*	Damages consequent upon expropriation of a certain building erected on a lot on south side of Water Street, Campbellton, N.B.	400 00
	1913.			
19938	March 5..	Emily Grenier.....	For all claims, etc., owing to death of her husband, Xavier Letellier.	1,000 00
	1912.			
20094	Dec. 30..	Alice McDevitt *et al*....	For damages to property on north side of St. George Street, City of Moncton, N.B., consequent upon construction of St. George Street Overhead bridge.	400 00
	1913.			
20139	Jan. 17..	Hugh H. Reid.....	From and against all claims and demands on account of injuries sustained "Derby Junction Accident."	500 00
20140	Jan. 30..	Johanna Tobin.....	" " "	1,500 00
20141	Jan. 30..	Christopher O'Brien....	" " " ..	3,000 00
	1912.			
20142	Dec. 17..	Joseph D. Armstrong...	" " " ..	2,050 75
	1913.			
20143	Jan. 24..	William Irving.....	" " " ..	1,000 00
20144	Feb. 3..	Wesley D. Curtis.....	" " " ..	1,500 00
20145	Feb. 19..	Charles McDougall, Administrator of estate of Harvey McDougall...	" " " ..	1,500 00
20146	Jan. 30..	Jane Clouston.....	" " " ..	1,500 00
	1912.			
20147	Dec. 20..	Harry W. Steen.....	" " " ..	350 00
	1913.			
20148	Feb. 19..	Katherine J. Harris, Administratrix estate of Willard Harris.	From and against all claims and demands, etc., incidental to injuries sustained by late Willard Harris, "Derby Junction Accident."	3,000 00
20149	Feb. 19..	James Pleadwell, Administrator of estate of late Sadie Pleadwell.	From and against all claims and demands, etc., incidental to injuries sustained by late Sadie Pleadwell, "Derby Junction Accident."	3,000 00
			RIDEAU CANAL.	
	1911.			
†20092	Aug. 13..	Ottawa Northern and Western Railway Co., and The Canadian Pacific Railway Co.	Of all right, title, etc., in certain parcel of Canal reserve (262 sq. ft.) leased by Letters Patent No. 13624, dated Aug. 28th, 1899.	1 00

†Too late for last year's report.

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

TRENT CANAL.

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1912.			$ cts.
19521	May 6..	Frederick Pluard, *et al*..	For damages by water to Lot No. 15 in the 9th Con. of the Tp. of Harvey, Co. of Peterborough, Ont.	176 00
19537	April 5..	Township of Harvey....	For damages by water to certain highways and public roads and ways in Township of Harvey, Co. of Peterborough, Ont.	950 00
	1911.			
†19543	Sept. 5..	Jno. E. Curtis, *et ux*.....	Damages to south west corner of Lot No. 6, Con. 3, Tp. of Alnwick, Co. of Northumberland, Ont.	160 00
	1912.			
19723	Nov. 20..	The Corporation of the County of Hastings.	From all claims, etc., arising out of or incidental to the removal of the old bridge or the construction of the new bridge or any other work at the point in question near Frankford, Ont.	20,000 00
19773	Oct. 14..	John Scott.....	For damages consequent upon injury to a horse..	50 00
19774	Oct. 14..	Samuel Adams.....	" " " ..	35 00
	1911.			
†19775	Oct. 16..	Matilda E. M. Gainer...	For damages by water to the south half of Lot No. 1, in 9th Con. of the Tp. of Hope, County of Durham, Ont.	70 00
†19776	Feb. 13..	Mossom B. Bonnell, *et al*	For damages by water to part of Block "D" in Village of Bobcaygeon, Co. of Victoria, Ont.	200 00
	1912.			
19777	June 22..	Sidney Garrett, *et al*.....	For damages by water to the west half of Lot No. 26, 1st Con. of the Tp. of Douro, Co. of Peterborough, Ont.	250 00
	1911.			
†19778	Nov. 13..	Andrew G. Shearer, *et al*	For damages by water to Lot No. 8 in 4th Con. and Lot No. 9 in 5th Con. of the Tp. of Harvey, Co. of Peterborough, Ont.	336 00
	1912.			
19779	Oct. 12..	James Tindle, *et ux*.....	For damages by water to the west half of Lot No. 7, Con. 5th, Tp. of Smith, Co. of Peterborough, Ont.	50 00
	1911.			
†19780	Feb. 10..	John J. Lundy.....	For damages by water to Lot No. 3 in the 4th Con. of the Tp. of Smith, Co. of Peterborough, Ont.	153 00
†19781	Dec. 15..	Township of Smith.....	For damages by water to certain highways, roadways, streets and approach to a certain bridge in the Tp. of Smith, in the County of Peterborough, Ont.	1,500 00
†19782	Dec. 6..	Thomas Harris and Edwin Harris.	For damages by water to Cow Island in Rice Lake Tp. of South Monaghan, Co. of Northumberland, Ont.	75 00
†19783	April 22..	Janet McCracken.....	For damages by water to the west half of Lot No. 21, Con. 7, Tp. of Alnwick, Co. of Northumberland, Ont.	30 00
†19784	July 12..	Alfred Braithwaite, *et ux*	For damages by water to the west half of Lot No. 11 and to the east half of the S. 9-10 of the south half of Lot No. 10 in the 3rd Con. of the Tp. of Alnwick, Co. of Northumberland, Ont.	96 00
†19785	Sept. 6..	George Ferguson, *et al*...	For damages by water to Margaret's Island in Rice Lake, Tp. of Alnwick, Co. of Northumberland, Ont.	100 00
	1912.			
†19786	Feb. 12..	William White.....	For damages by water to parts of Lots 32 and 33 in the 9th Con. of the Tp. of Hamilton, Co. of Northumberland, Ont.	25 00
	1910.			
†19787	Sept. 21..	Francis Cheyne.....	For damages by water to Lots 10 and 11 in 9th Con. of the Tp. of Hamilton, Co. of Northumberland, Ont.	250 00
†19788	Aug. 26..	Thomas B. Chalk.....	For damages by water to Lot No. 35 in the 8th Con. of the Tp. of Hamilton, Co. of Northumberland, Ont.	120 00
	1912.			
†19789	Feb. 21..	Mary White and Harriet White.	For damages by water to the east part of Lot No. 7 and Lots Nos. 8, 9 and 10, Block "M," Village of Bewdley, Tp. of Hamilton, Co. of Northumberland, Ont.	50 00

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1913.—*Continued.*

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1911.			$ cts.
†19886	Oct. 14..	Charles G. Thomson, *et ux.*	For damages by water to Lot No. 2 in Block "A," Tp. of Otonabee, Co. of Peterborough, Ont.	120 00
	1912.			
19887	April 28..	Frank Cadigan.....	For damages by water to north east quarter of Lot No. 5 in the 10th Con. of the Tp. of Ennismore, Co. of Peterborough, Ont.	1 00
19888	Dec. 7..	Albert E. Bottum *et ux.*	For damages by water to Island No. 2, Pigeon Lake, Tp. of Harvey, Co. of Peterborough, Ont.	200 00
19902	Dec. 14..	Mary Louisa Shannahan *et al.*	For damages by water to the south half of the north east quarter of Lot No. 5 in the 9th Con. of the Tp. of Ennismore, Co. of Peterborough, Ont.	80 00
	1913.			
19921	Jan. 24..	William H. Grylls, *et ux*	For damages by water to part of Lot No. 49, north of Portage Road, 9th Con., Tp. of Eldon, Co. of Victoria, Ont.	175 00
19922	Jan. 24..	Gabriel Switzer, *et ux*....	For damages by water to the north part of the west half of Lot No. 22 in the 4th Con. of the Tp. of Emily, Co. of Victoria, Ont.	20 00
19923	Jan. 24..	Albert Boynton.....	For damages by water to the west half of Lot No. 21 and to the south west quarter of Lot No. 22, in the 8th Con. of the Tp. of Eldon, Co. of Victoria, Ont.	600 00
	1911.			
†19975	Aug. 22..	Joseph Braithwaite, *et ux*	For damages by water to the east half of Lot No. 11 in the 3rd Con. of the Tp. of Alnwick, Co. of Northumberland, Ont.	80 00
19976	July 21..	William Y. Field.....	For damages by water to part of Lots 5 and 6 in the 4th Con. of the Tp. of Alnwick, Co. of Northumberland, Ont.	75 00
	1912.			
19977	Nov. 13..	George C. Biggar, *et al* (executors of estate of late Emily S. Shoenberger).	For damages by water to Spook, or Ghost Island, Rice Lake, Tp. of Hamilton, Co. of Northumberland, Ont.	50 00
	1911.			
†19978	Oct. 19..	Caroline C. Ruttan.....	For damages by water to parts of north half of Lot No. 34 in the 8th Con. of the Tp. of Hamilton, Co. of Northumberland, Ont.	70 00
	1912.			
†19979	Feb. 12..	John Michie, *et ux*.....	For damages by water to Lots 5 and 6 in Block "I," of Village of Bewdley, Tp. of Hamilton, Co. of Northumberland, Ont.	50 00
	1911.			
†19980	July 5..	Hilda Stewart.....	For damages by water to the east part of Margaret's Island, Rice Lake, Tp. of Alnwick, Co. of Northumberland, Ont.	100 00
	1910.			
†19981	Sept. 19..	Catherine S. Ainlay and Joseph Ainlay.	For damages by water to the south west corner of the north half of Lot No. 34 in the 8th Con. of the Tp. of Hamilton, Co. of Northumberland, Ont.	60 00
	1912.			
†19982	Mar. 30..	Francis C. Richard, *et ux*	For damages by water to part of Lot No. 4, Block "B," Village of Bewdley, Tp. of Hamilton, Co. of Northumberland, Ont.	40 00
	1910.			
†19983	Nov. 30..	John D. Hayden, *et ux*...	For damages by water to Hickory, or Balsam Island, in Rice Lake, opposite Tp. of Alnwick, Co. of Northumberland, Ont.	300 00
	1913.			
20096	Feb. 4..	Ellis B. Burrell, *et al*....	For damages consequent upon removal of a barn situated on Lot No. 60, Block "F," Queen Street, Campbellford, Ont.	175 00
20097	Mar. 17..	Stephen H. Thorne, *et ux*	For damages by water to Little Fothergill Island, in Pigeon Lake, Tp. of Ennismore, Co. of Peterborough, Ont.	200 00
	1911.			
†20113	Feb. 12..	Agnes Sidney.....	For damages by water to part of Lot No. 33 in the 8th Con. of the Tp. of Hamilton, Co. of Northumberland, Ont.	50 00

†Too late for last year's Report.

H. F. ALWARD,
Departmental Solicitor.

PART III

REPORTS OF THE GOVERNMENT RAILWAYS MANAGING BOARD AND OTHER OFFICIALS

FOR THE YEAR 1912-13

Government Railways Managing Board.
Report of Chief Engineer, I.C.R.
" Engineer of Maintenance, I.C.R.
" Superintendent of Motive Power, I.C.R.
" Comptroller and Treasurer, I.C.R.
" Statement of Casualties, I.C.R.
" Comptroller and Treasurer, Windsor Branch.
" Engineer of Maintenance, Windsor Branch.
" Chief Engineer, P.E.I. Ry.
" Superintendent, P.E.I. Ry.
" Master Mechanic, P.E.I. Ry.
" Accountant and Auditor, P.E.I. Ry.
" Statement of Casualties, P.E.I. Ry.
" Chairman and Secretary of Government Railways Provident Fund.

OFFICE OF GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., September 12, 1913.

Hon. FRANK COCHRANE,
Minister of Railways and Canals,
Ottawa.

SIR,—The Government Railways Managing Board have the honour to submit the following report on the working of the Government Railways during the fiscal year ended March 31, 1913:—

The board was constituted as follows:

Mr. A. W. Campbell, C.E., chairman, Ottawa.
Mr. D. Pottinger, I.S.O., assistant chairman, Moncton.
Mr. E. Tiffin, general traffic manager, Moncton.
Mr. F. P. Brady, general superintendent, Moncton.
Mr. J. B. T. Caron, general solicitor, Moncton.

The railways under the control of the board are: The Intercolonial railway, the Windsor Branch railway, and the Prince Edward Island railway.

Separate accounts are kept for each of these railways, and they will be considered separately in this report.

INTERCOLONIAL RAILWAY.

Effective November 1, 1912, a change was made in the organization. The office of Chief Engineer was abolished, and the district superintendents were given charge of all works on their respective districts. The position of right-of-way and lease agent was created.

Reports from officials are enclosed as follows:—

From Right-of-Way and Lease Agent for Chief Engineer, from the first of the year to October 31, 1912, on works charged to capital account.

The report of the Engineer of Maintenance on the repair and renewal of the permanent way buildings and works up to October 31, 1912.

Reports from Superintendents D. McDonald, E. Price, J. T. Hallisey and Y. C. Campbell, on works done on capital, and on repairs and renewals of permanent way buildings and work, from November 1, 1912, to the end of the year.

Report of the Superintendent of Motive Power, and of the Mechanical Department's Accountant, with the statements relating to the Mechanical Department.

Also the general accounts of the railway prepared by the Comptroller, as follows:—

1. Capital account.
2. Revenue account.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Traffic expenses.
6. Transportation expenses.
7. General Expenses.
8. General stores account.
9. General balance.

10. Statement of receipts and expenses.
11. Equipment renewal account.
12. Rail renewal account.
13. Fire renewal account.
14. Statement of cash received.
15. Statement of averages.

Return of casualties.

The length of railway in operation during the year 1912-13 was 1,468·15 miles.

CAPITAL ACCOUNT.

The cost of the road and equipment on March 31, 1912, was $94,745,819.64. The additions during the year were as follows:—

Additions to and furnishings for office building at Moncton	$ 36,424 89
Additional facilities at Princess pier	122 20
Docks and wharfs at Halifax	351,385 06
Diversion of line at Chatham and branch to wharf	114,927 21
General protection of highways	8,588 58
Increase in accommodation at Halifax	123,245 43
Increase accommodation at Campbellton	126,290 77
Increase accommodation at Truro	146,721 48
Increase accommodation at Stellarton	9,000 00
Increased accommodation and facilities along the line	68,700 03
Increase accommodation at Fredericton	15,582 40
Increase accommodation at Ste. Flavie	26,386 81
Increase accommodation at St. John	34,774 71
Increase accommodation at Rivière du Loup	5,713 16
Improve triple valves of air brakes	7,149 93
Improvements at Loggieville (Exchequer Court award)	2,535 38
Improvements at Hampton	4,028 03
Improvements at Sussex	95 65
Improvements at Point Tupper	93,000 00
Improvements at Mulgrave	7,724 74
Locomotive and car shops with equipment and new freight yard and cut-off line at Moncton	18,764 99
New machinery of steamer *Scotia*	1,104 00
Original construction	206 10
Pay claim of E. A. Wallberg for work done on the Intercolonial railway under government contracts, $45,219.50, with interest at 5 per cent from February 1, 1913, to March 31, 1913, $359.28	45,578 78
Pay the estate of the late Hon. W. T. Pipes, $305.20, with interest at 5 per cent from October 6, 1905, to March 31, 1913, $114.18, being for land taken for right-of-way to wharf at Fort Lawrence	419 38
Pay the Halifax and Eastern Railway Company for plans, surveys, field notes, etc., taken by the government	85,000 00
Rolling stock	400,000 00
Safety appliances for equipment	7,984 27

Surveys and inspection	$ 32,997 23
Spur line to Wallace harbour	967 82
Sydney Mines diversion	128,197 32
Strengthen bridges	50,299 94
Towards the construction of a railway from a point on the Intercolonial railway at or near Dartmouth, in the county of Halifax, *via* Musquodoboit harbour and the valley of the Musqodoboit to Deans settlement in the said county	539,791 24
	$97,239,527 17
Less—	
To previous years' expenditure—proceeds of sale of dwelling house and shed, Moncton, and transfer of bridge, Moncton, to improvements at Mulgrave	$1,720 00
To amount received for concessions (ballast wharf property, St. John, granted per terms of order in council of October 22, 1912)	$100,000 00
	$101,720 00
Making the total cost on March 31, 1913	$97,137,807 17

Explanations in regard to the expenditure on capital account will be found in the reports of the Right-of-Way and Lease Agent, the Superintendent of Motive Power, and the District Superintendents.

REVENUE ACCOUNT.

The gross earnings and the working expenses for the year compare as follows:—

Gross earnings	$11,984,482 69
Working expenses	11,984,482 69
Net earnings	Nil.

There was a gain of $777,863.74 from the operation of the railways for the year. This surplus was transferred in March to equipment renewal account, so that when the books were closed at the end of the year the net earnings showed nil.

The gross earnings compare as follows with those of the previous year:—

In 1912-13	$11,984,482 69
In 1911-12	10,593,785 84
Increase	$ 1,390,696 85

The earnings from passenger traffic compare as follows:—

In 1912-13	$ 3,483,447 32
In 1911-12	3,017,304 63
Increase	$ 466,142 69

The earnings from freight traffic compare as follows:—

In 1912-13	$8,028,760 13
In 1911-12	7,008,300 49
Increase	$1,020,459 64

The earnings from mails, express freight and miscellaneous compare as follows:—

In 1912-13	$ 517,275 24
In 1911-12	568,180 72
Decrease	$ 50,905 48

The earnings by mile of railway compare as follows:—

In 1912-13	$ 8,162 98
In 1911-12	7,215 74
Increase	$ 947 24

The earnings by train mile compare as follows:—

In 1912-13	$ 1 47
In 1911-12	1 43

The number of passengers carried compare as follows:—

In 1912-13	$ 3,763,115
In 1911-12	3,416,553
Increase	$ 346,562

There was an increase of 321,489 in the number of local passengers, and of 25,073 in the number of through passengers.

The weight of revenue producing freight compares as follows:—

	Tons.
In 1912-13	5,203,468
In 1911-12	4,536,599
Increase	666,870

There was an increase in local freight of 460,884 tons, and also an increase in through freight of 205,986 tons.

A number of statements which give detailed information in regard to the traffic are appended to this report. They are as follows:—

Statement of receipts, showing the receipts monthly from passenger traffic, freight traffic, and mails and sundries.

Passenger statement, showing monthly the number of local and of through passengers carried and the mileage.

Freight statement, showing monthly the number of tons of local and through freight carried, and the mileage.

Comparative statement, showing the principal articles of freight carried during this year and the preceding year.

Descriptive statement of freight transported showing a few of the principal articles.

Statement of coal transported showing the stations from which it was sent.

Statement showing the quantity of raw and of refined sugar, of fresh and salted fish, of grain for export, and of European freight carried over the railway.

Statements of the ocean-borne passenger business at Halifax, at St. John and at Quebec, showing the number of passengers received by the Railway from each of the steamers named.

Statements of ocean-borne freight traffic at Halifax and at St. John, showing the quantity of freight imported and exported by the lines of steamers named and carried over the railway.

Working Expenses.

The working expenses compare as follows with the previous year:—

In 1912-13	$11,984,482 69
In 1911-12	10,591,035 84
Increase	$ 1,393,446 85

The averages compare with those of last year as follows:—

Per mile run by engines:—

In 1912-13	1.1658
In 1911-12	1.1248

Per mile run by trains:—

In 1912-13	1.47
In 1911-12	1.43

Working expenses per mile of railway:—

In 1912-13	$ 8,159 91
In 1911-12	7,213 86

The Engineer of Maintenance reports that the road was never in better condition. During the year 623,058 ordinary ties and 273 sets of switch ties were put in. 160 miles of track was ballasted.

5.75 miles of additional sidings were provided at various points.

Bridges, culverts, wharfs and buildings received necessary repairs.

The fences were repaired and 45.58 miles of fences were built.

The snow fences and snow sheds were repaired.

The Superintendent of Motive Power in his report deals with the rolling stock purchased, rebuilt in shops, etc.

Stores.

The value of stores purchased was	$4,164,646 10
The value of stores used was	4,349,486 76
The value of material sold was	368,831 88

The value of stores on hand at the end of the year was—

Miscellaneous	592,209 31
Fuel	140,045 69
Roadway and bridge material	732,902 78
	$1,465,157 78

WINDSOR BRANCH RAILWAY.

The line extends from Windsor Junction to Windsor, N.S., and is 32 miles in length. It is under lease to the Dominion Atlantic Railway Company, which operates the line, and which has also running powers over the Intercolonial Railway between Windsor Junction and Halifax.

The Windsor Branch is maintained by the Government, and the company pays the Government one-third of the gross earnings.

The following statement of the accounts prepared by the Comptroller is enclosed:

No. 1—Revenue account.

No. 2—Maintenance of way and structures.

No. 3—General Balance.

No. 4—Statement of earnings.

Also the report of the Engineer of Maintenance on the work done during the year, and on the condition of the Branch:

The revenue (¾ earnings) was	$ 68,246 70
The cost of maintenance was	29,970 62
Net earnings	$ 38,276 08

The earnings decreased and compare with those of the previous year as follows:—

Earnings 1912-13	$ 68,246 70
Earnings 1911-12	73,176 60
Decrease	$ 4,929 90

There was an increase in passenger traffic, while the mail earnings remained stationary. There was a decrease in freight traffic.

The Engineer of Maintenance reports that the track, bridges, and structures have been kept in good repair.

PRINCE EDWARD ISLAND RAILWAY.

The length of railway in operation during the year 1911-12 was 267.5 miles. In November, 1912, the branch line from Harmony to Elmira was completed and road opened for traffic. The length of this branch is 9.9 miles, making the total mileage at the end of the year 1912-13 in operation 277.4 miles. The gauge is 3′ 6″.

Enclosed is the report of the Superintendent, who sends statements of the various accounts prepared by the Accountant and Auditor, also the report of the Mechanical Superintendent and the statements in regard to that Department, also the return of casualties which occurred during the year:—

The cost of road and equipment on March 31, 1912 was	$8,687,727 38
The expenditure during the year 1912-13 was	103,001 03
Making the total cost on March 31, 1913	$8,790,728 41

The report of the Superintendent gives the details and explanations in regard to capital expenditure:—

Gross earnings	$ 389,474 07
The working expenses for the year were	489,972 34
Deficiency	$ 100,498 27

The gross earnings compare with the previous year as follows:—

In 1912-13	$ 389,474 07
In 1911-12	367,203 39
Increase	$ 22,270 68

The increase was in both passenger and freight traffic.

The working expenses compare with the previous year as follows:—

In 1912-13	$ 489,972 34
In 1911-12	449,962 91
Increase	$ 40,009 43

The necessary work was done to maintain the permanent way and works, and rolling stock, and they are in a state of efficiency.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

The report of the fund, which has been separately furnished, shows Credit Balance on March 31, 1912	$ 309,234 71
During the fiscal year the contributions of the employees amounted to	85,365 23
The contributions of the Railways amounted to	85,365 23
Amounts received for refunds	2,146 00
A total of	$ 482,111 17
The total expenditure was	145,432 80
Leaving a balance of	$ 336,678 37
To which is to be added the interest	9,350 20
Making a total amount to the credit of the fund on March 31, 1913	$ 346,028 57

During the year sixty-three employees were retired and placed upon the fund, and thirty-six have died, leaving four hundred and fourteen persons on the list receiving an allowance from the fund at the end of the fiscal year. This is an increase of twenty-seven persons compared with last year.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL, *Chairman.*

F. P. BRADY, Esq.,
General Superintendent,
MONCTON, N.B.

MONCTON, N.B., July 3, 1913.

SIR,—I have the honour to submit the following report on Capital Account Expenditure for part of the fiscal year 1912-13:—

Sydney Mines diversion—

The contract work for the diversion was completed, except sidings and road crossings.

Some ballasting was done by contract, but not all completed.

The following persons were paid for land required for the right of way:—

Lots 52, 60, 63, 63B, 64, 69 and 71 Nova Scotia Steel & Coal Co.
40—Chas. Jessome.
60—S. G. Thorne.
63A—Malcolm McMillan.
65A—Mrs. G. Crofton.
65B—J. W. Stevens.
67A—Wm. Daly.
67B—Albert Fownes.
68—Chas. Waugh.
70—Mrs. M. McArthur.

Contracts were let for combined station, dwelling and freight shed at Little Bras d'Or and Florence.

Loading platforms built at Florence and Little Bras d'Or.

Oil, coal and tool houses built at Florence.

A flag station was started at Watson's Cove, being built by day labour.

Improvements at Point Tupper—

A contract was let for a 75 ft. turntable and table delivered.

A contract was let for a 10-stall addition to the engine house which was completed.

Plans and specifications prepared and contract let for a brick station, which was about 30 per cent completed.

Plans and specifications prepared for a two apartment dwelling, tenders asked, contract let and work started.

Improvements at Mulgrave—

Installation of heating plant in new station completed.

Material ordered for concrete platforms and received.

Platforms completed; work done by day labour.

Concrete foundations for overhead bridge completed, work done by day labour.

To increased accommodation at Stellarton—

Plans and specifications prepared and contract let for an addition to freight shed, which was completed and taken off the contractor's hands.

Spur line to Wallace Harbour—

Survey made, plans and specifications prepared and submitted for approval.

To increased accommodation at Truro—

Plans and specifications prepared for a brick freight house, contract let and work finished and taken off contractor's hands.

Portion of old station moved to new site to allow room for new building.

Plans and specifications were prepared for a new stone station, the contract let, and work started. About 30 per cent completed.

To increased accommodation at Halifax—

Plans and specification prepared and work started on the extension of Pier No. 7 at Richmond. Wharf extension about 90 per cent completed, and preparations made for starting rock excavation for filling.

In connection with the new terminal proposition a survey of the railway property from Deep Water Terminus to Rockingham was made and plans prepared and submitted.

Improvements at Hampton—

Preliminary plans and estimates were prepared for a new brick passenger station.

Improvements at Sussex—

Preliminary plans and estimates were prepared for a new brick passenger station.

Locomotive and Car Shops at Moncton—

Plans and specifications were prepared and tenders asked for an addition to the existing freight car repair shop. Tenders were asked for a brick building with mill construction wood roof. On 20th September the Chairman gave instructions to prepare plans for a concrete building with concrete roof, which were completed and submitted for approval.

Addition to and Furnishing for Office Building at Moncton—

The addition to the building was completed and taken off the contractor's hands and occupied by the Railway Department.

To increased accommodation at Fredericton—

The concrete platforms at the new station were completed; work done by day labour.

Diversion of line at Chatham and branch to wharf—

Material required for freight sheds at Chatham and Nelson was delivered and the work done by day labour.

Plans and specifications for new stations at Nelson and Chatham were prepared, tenders asked, contracts let and the buildings completed.

Examination and report made on ballast pit at Cushman's re ballasting for diversion.

The ballasting and lifting of track on the new line was completed. Work done by day labour.

Three sidings were put in on the new line.

To increase accommodation at Campbellton—

The concrete platforms at new station were completed. Work done by day labour.

To increase accommodation at Ste. Flavie—

Preliminary plans and estimates were prepared for a new station. Contract let for new station and construction commenced. About 25 per cent completed.

To increase accommodation at Rivière du Loup—

Plans prepared for a Trainmen's rest house and the work of construction commenced.

Surveys and inspection—

A survey was made for improving the alignment of the main line between one mile east of Little Metis and one mile east of St. Octave station, a distance of about three miles.

A survey was made for a proposed spur line to the brick works on the west side of Pugwash harbour.

A survey was made for a proposed new track from the main line near the engine house to Courtnay bay at St. John, to avoid shunting across the city streets. Plans, profiles and estimates made and submitted.

Surveys made for water supplies at Matapedia, Causapscal and Assametquaghan.

To increase accommodation and facilities along the line—

Plans and specifications prepared, contract let and completed for an addition to the freight shed at Sydney Mines.

Plans and specifications prepared, contract let and work about half completed on addition to freight shed at Sydney.

Plans and specifications prepared and contract let for new station at Sayabec, construction started, and completed. Station master's dwelling completed Freight shed repaired, painted and removed to new site.

To strengthen bridges—

Under this appropriation there were fifty-three short spans put in on the first division, 36 between the lengths of 8 and 12 feet, 12 between the lengths of 12 and 15 feet, and 5 between the lengths of 15 and 20 feet.

On the second division there were a total of ten short spans put in, 9 between the lengths of 8 and 12 feet, and one 17¾ feet.

Elmira Branch, P.E.I.—

The Contractors completed their work in connection with the branch line. The ballasting and track lifting was done by the Railway Department.

I have the honour to be, sir,
Your obedient servant,

WM. B. MacKENZIE,
Chief Engineer.

Levis, Que., May 8, 1913.

F. P. Brady, Esq.,
General Superintendent,
Moncton, N.B.

Dear Sir,—I herewith submit report of work done on my Division, from the 1st November, 1912, to the 31st of March, 1913.

TRACK.

During this period, 79,084 lineal feet of 5-in., 4¾-in., 4½-in and 4¼-in. rails were taken up and replaced with an equal quantity of 5-in., 4¾-in. and 4½-in.

TIES.

During this period, 2,433 ordinary ties and 6 sets of switch were put in track.

SWITCHES AND SEMAPHORES.

A new semaphore was placed at Tobin's, and semaphores were required at the following places:—LaDurantaye, L'Islet, Harlaka, St. Eloi, St. Pacôme, Cacouna, Ste. Luce, St. Anaclet and Carrier.

Glasses of all semaphores changed on North No. 5 division, and also all semaphores inspected and adjusted on the above division.

STATION TELEGRAPH SIGNALS.

These were put in at LaDurantaye and Bagot.

SNOW FENCES.

Five hundred and eighty-three rods of snow fences were erected at Blake and 500 rods of portable fences at St. Alexandre.

WHARFS AND TRESTLES.

The trestle at Tobin's repaired and Princess pier at Levis repaired.

BUILDINGS AND PLATFORMS.

Repaired at the following places:—
Sectionman's shanty, Rimouski.
Pumphouse at St. Fabien, rebuilt.
St. Simon station.
Tobin's new freight shed completed.
Building new sectionmen's shanty at Tobin's.
Rivière-du-Loup roundhouse.
Rivière-du-Loup old machine shop.
Rivière-du-Loup new machine shop.

Subway at Ste. Flavie.
Coal shed, St. Luce.
Platform, St. Anaclet.
Coal shed, Rimouski.
Station platform, St. Alexandre.
Station platform, St. Andre.
Station platform, Ste. Helene.
Turntable, Ste. Flavie.
Roundhouse, Ste. Flavie.
Station, Rimouski.
Bic station.
Trois Pistoles station.
St. Eloi station.
Tobin's station.
Station platform, Isle Verte.
Station, Rivière-du-Loup.
Baggage room Rivière-du-Loup.
Mechanical store, Rivière-du-Loup.
Old Lake road station.
St. Paschal station.
St. Arsene station.
Cacouna station.
Cattle pen at Rimouski.
Telegraph office, Rivière du Loup.
Chief despatcher's office, Rivière du Loup.
St. Andre station.
St. Philippe station.
Dessaint station.
St. Alexandre station.
Turntable at Ste. Flavie.
Agent's house at Laurier.
Laurier station.
Sectionmen's house at DeLotbinière.
St. Apollinaire station.
Scale house, Ste. Rosalie.
Station platform, Bagot.
Lumber shed at Drummondville.
Mail crane at Manseau.
Mail crane at Levergne.
Doors, Daveluyville station.
Doors, Lemieux station.
Freight shed at Drummondville.
Windows, Carmel station.
Freight shed doors, St. Germain.
Freight shed doors, Laurier.
Freight shed doors, St. Leonard.
Flanger No. 22.
Mail catcher, DeLotbinière.
Doors, Aston Junction station.
Doors, Drummondville station.
Doors and windows, Bagot station.
Doors and windows, St. Cyrille station.
Platform and freight shed at Mitchell.
Doors, Ste. Rosalie station.

Doors, St. Leonard station.
Doors, St. Cyrille station.
Windows, St. Leonard station.
Roof of stable at Ste. Monique.
And making lorry frames.
LaDurantaye station.
Ste. Louise station.
Agent's house, Ste. Anne.
Agent's house, St. Charles Junction.
And moving cattle pen at Ste. Anne.
And moving cattle pen at L'Islet.
Roof and freight shed, Levis.
Agent's house, Rivière Ouelle.
Baggage room and coal shed, Rivière Ouelle.
Gangway and cattle pen, Rivière Ouelle.
Rivière Ouelle wharf station.
St. Joseph station.
Scale in Levis baggage room.
Giroux's house, Chaudière curve, railway house.
Station platform, Chaudière Curve.
Freight shed, Levis.
Agent's house, Chaudière Junction.
W.C. at L'Islet.
Brick walls, engine house, Chaudière Junction.
Hot air pipe, engine house, Chaudière Junction.
Drain for ash pit house, Chaudière Junction.
Pit, St. Charles water crane.
Pit, L'Islet water crane.
Freight checker's office, Levis.
Smoke stacks, engine house, Chaudière Junction.
Railway house, occupied by A. B. Therrien, Chapman's property.
Doors of engine house, Chaudière Junction.
Doors of transfer shed, Chaudière Junction.
Apartments agent's house, Chaudière Curve.
Chaudière Curve station.
Crossing gates at Levis.
Superintendent's house, Levis.
Levis station.
L'Islet station.
Freight shed, St. Romuald.
Floor and doors in baggage room at Levis.
Floor of Levis freight shed.
Ste. Anne station.
Terminal buildings, Chaudière Junction.
Flanger No. 4251.
Building office for Dominion Express Co., at Rivière du Loup.
Building porch for agent's house, DeLotbinière.
Making drain box at Ste. Rosalie.
Moving car house at St. Apollinaire.
Building pantry at St. Apollinaire.
Building waiting room in shelter at St. Edward.
Building car house at Ste. Rosalie.
Making storm doors for sectionmen's house, Aston Junction.
Making desk for St. Romuald station.
Making lory frames at Drummondville.

Making coal bin, St. Apollinaire station.
Making sink stand at DeLotbinière station.
Making electric semaphore heads.
Making signal ladders at Drummondville.
Extension to station platform at L'Islet.
Putting in new spouts, station and baggage room, Levis.
Extension to platform, Letellier station.
Extension to platform, St. Pacôme, and putting railing at the present one.
Building office for accounting branch in Levis station.
Repairs to telegraph board at Levis.
Improvements in resident engineer's office.
Grading to make a team track alongside loading platform at L'Islet.
Building new cattle pen at Levis.
Laying sidewalk in subway, Chaudière Junction yard.
Renewing doors of Harlaka station.
Changing sink and drain pipe in Carrier station.
Jacking up floor in Levis station.
Making office for Dominion Express Co. in baggage room at Levis.
Varnishing stove pipes at St. Charles Junction, St. Romuald, St. Joseph and Carrier.
Putting in iron beams to support engine house, Chaudière Junction.
Extension to loading platform at Ste. Anne.
Making cupboard and letter box in baggage room at Levis for the resident engineer.
Making cupboard in accountant's office.
Making new push cars and repairing old ones and hand cars.
Excavating and blasting to lay new sidings for new cattle pen, Levis.
Changing and repairing water pipes in agent's house, Levis.
Laying water and drain pipes for new stock pen at Levis.
Making whistle posts.
Making semaphore boards.
Making sign boards.
Making chock blocks.
Making siding sign boards.

Applying materials and painting the following buildings as per contract as follows:—

Chaudière station.
Chaudière Junction station.
Chaudière Junction rest house.
Levis station, exterior.
Levis station, umbrella sheds.
Levis freight house.
Harlaka station.
St. Charles Junction station.
St. Jean, Port Joli station.
Ste. Louise station.
Ste. Anne station.
New culvert underneath road at L'Isle Verte.
Repairs to culvert, ¼ mile west of St. Charles Junction.
Repairs to culvert, 1 mile east of Carrier.
Repairs to culvert, ½ mile east of Carrier.
Repairs to pier and west abutment of Etchemin bridge just east of St. Romuald station, reinforcing abutment with concrete.
Repairs to culvert, 3 miles east of Montmagny.

Repairs to culvert, ½ mile east of Montmagny.

Lifting Trois Saumon Bridge.

Raising bridge and putting in wall plate under bridge 1 mile west of St. Jean, Port Joli.

WORK DONE ON CAPITAL ACCOUNT.

General protection of highways—

Crossing bells were installed at West of Rimouski, Rivière Ouelle, Drummondville, between Mountain and Bic.

To increase accommodation at Rivière du Loup—

A rest house and a sand house were built.

To increase accommodation at Ste. Flavie—

Changing tracks, loading platform, new freight shed, new station and piling turntable tractor.

STRENGTHENING BRIDGES.

Small spans at DeLotbinière and Villeroy.

To increase accommodation and facilities along the line—

Addition to freight shed at Rimouski.

Laurier station and addition to freight shed.

Improvements to loading facilities at Bureau's siding—

Grading.

Loading platform at Bic built.

INTERCOLONIAL RAILWAY.

OFFICE OF THE SUPERINTENDENT 2ND DIVISION.

CAMPBELLTON, N.B., May 27, 1913.

Annual report for the five months ending March 31, 1913.

TRACK.

19.36 miles of 56, 58, 67 and 80 lb. rails were taken up and replaced by 67 and 80 lbs.

TIES.

5,664 ties and 5 sets of switch ties were put in track.

BALLASTING.

'Nil.'

SWITCHES AND SEMAPHORES.

New semaphore signals were erected at the following stations:—

'Nil.'

Necessary repairs were made to all semaphores, switches and telegraph signals on the division.

SIDINGS.

.09 of a mile additional siding accommodations have been provided at different points on the division.

FENCE BUILT BY OUR OWN MEN.

'Nil.'

SNOW FENCES.

There were built during this period, 10 rods of portable snow fence, and 19 rods of stationary snow fences.

WHARF AND TRESTLES.—(Repairs.)

'Nil.'

BRIDGES AND CULVERTS.—(Repairs.)

Bartibogue bridge,
Boiestown bridge,
Cross Creek culverts,
Doaktown culverts,
Marysville bridge,
Mersereaus Brook bridge,
Nashwaak bridge.

PAINTING BRIDGES.

'Nil.'

PAINTING BUILDINGS.

Millstream, St. Alexis.

BUILDINGS AND PLATFORMS.

Necessary repairs were made to stations and dwellings at the following places:—

Assametquaghan,
Astle Crossing,
Bartibogue,
Bathurst,
Belledune,
Berry's Mills,
Barnaby River,
Covered Bridge,
Charlo,
Campbellton,
Chatham Junction,
Canaan,
Coal Branch,
Campbellton Rest House,
Doaktown,
Dalhousie Junction.
Dalhousie,
Eel River,
Fredericton,
Flat Lands,
Gloucester Junction,
Green Point,
Hodgins,
Jacquet River,
Kent Junction,
Loggieville,
Lac au Saumon,
Little Metis,
Millstream,
Matapedia,
Millnikek,
Millerton,
Moffats,
Nepisiguit Junction,
Nash's Creek,
New Mills,
Nigadoo,
Newcastle,
Petit Rocher,
Red Pine,
Rogersville,
St. Moise,
Sayabec,
St. Alexis,
Superintendent's House,
Trainmen's Rest House.

Necessary repairs were made to freight sheds at the following places:—
Campbellton, Canaan, Harcourt.

The following round houses and shops were repaired:—

Blackville,
Gibson,
Loggieville,
Moncton,
Newcastle.

Stations and loading platforms were repaired at the following places:—
Taymouth.

The following new buildings were erected:—
Gibson, store.
Campbellton, Chief Despatcher's Office,
Coal bins, Campbellton.

GENERAL.

New buffers were made and set up at different points on the division when required and repairs made when necessary.

Repairs were made to crossings on the division at various points when required.

Glass was put in, and glazing done when necessary.

Ladders for buildings and semaphores were provided where necessary throughout the division.

Necessary repairs have been made to turn-tables when required.

Necessary repairs have been made to hand cars, trolleys, baggage trucks and wheel barrows throughout the division.

Sign boards were made and put up where required.

Boxes were made for packing second hand bolts and spikes when required.

MONCTON, N.B., April 21, 1913.

E. PRICE, Esq.,
Superintendent,
Campbellton, N.B.

DEAR SIR,—I beg to submit the following report on the work done on capital account for the fiscal year ending March 31, 1913, on No. 2 Division.

CAMPBELLTON, TO INCREASE ACCOMMODATION AT.

Station platform was completed early in the season. The subway was completed, tracks lowered and temporary stringers removed.

All tracks, grading, ballasting, etc., completed, track scale put in and heated from the engine house. Heat was also connected to the car repair shop.

DIVERSION OF LINE AT CHATHAM AND BRANCH TO WHARF.

The new line was opened for operation, November 28. Line was ballasted during the fall and partly lifted. Sidings were put in at Chatham and Nelson.

At Chatham the new station was completed as well as the permanent freight shed. A temporary freight shed was fitted up until the regular shed can be used.

At Nelson a new station with dwelling apartments for the agent was built and the old station moved over and converted into a freight shed.

A freight and passenger platform was put up at Harper's road.

The filling of Walsh's Cove for a station ground was started and about one-tenth done when work was stopped for the winter.

FREDERICTON, TO INCREASE ACCOMMODATION AT.

A concrete platform was put down around and completed with the exception of 60 feet at the west end. Track work and grading completed. Nothing done in regard to freight shed.

MONCTON, LOCOMOTIVE AND CAR SHOPS WITH EQUIPMENT AND NEW FREIGHT YARD AND CUT-OFF LINE.

Plans were made and a contract entered into with Messrs. Rhodes, Curry & Co., Limited, for the construction of an addition to the freight car repair shop. No construction work done. The Canadian H. W. Johns-Manville Co., Limited, put a cork insulating roof on the passenger car repair shop for the purpose of stopping the condensation on the interior of the roof slab. A portion of this contract amounting to $8,076.29 is chargeable to this vote.

TO INCREASE ACCOMMODATION AND FACILITIES ALONG THE LINE.

Kempt.—A new freight shed 25 feet x 40 feet was built and occupied.

Sayabec.—A new station was built and the old station moved and converted into a dwelling for the agent.

Eel River.—An addition of 20 feet was made to the freight end of the station building.

Coal Branch.—A small addition was made to the station at the rear to provide more room in the dwelling apartment.

Respectfully submitted,

FRED. CONDON,
Resident Engineer.

The following is a statement of repairs made on 3rd Division during the period November, 1912, to March, 1913, inclusive:—

TRACK.

During the period, November, 1912, to March, 1913, inclusive, 31,496 feet of 4-inch, 4½-inch, and 5-inch rails were taken up and replaced with 4½-inch and 5-inch rails.

TIES.

During the period, November, 1912, to March, 1913, inclusive, 10,279 ordinary ties and 8 sets of switch ties were put in track.

BALLASTING.

Nil.

SWITCHES AND SEMAPHORES.

New semaphore signals were erected at the following places:

Willow Park, 1.
St. John, 2.
Amherst, 1.

The following semaphores renewed and shifted to new location:

Anagance, 1
Apohaqui, 1.
Truro, 1.

The following semaphores shifted to new locations:

Penobsquis,
Bloomfield,
Quispamsis,
Rothesay,
Maccan,
Painsec Jct.,
Calhouns,
Folleigh,
Londonderry,
Westchester,
Athol,
Windsor Jct.,
Truro.

20 new switches were installed between November and March inclusive.

Necessary repairs were made to all semaphores and switches and telegraph signals on the division.

SIDINGS.

1,733 feet of siding put in during period November to March at different places and 400 feet of siding to exhibition grounds at St. John taken up.

SNOW FENCES.

511 feet of stationary snow fences were built between Maccan and Nappan.
500 feet of portable snow fence erected at Shediac.
4½ miles of snow fences repaired on Folleigh Mountain.
160 rods of N. B. wire fence erected at Moncton.

WHARFS AND TRESTLES.

Necessary repairs were made to the following wharfs and trestles:—

Location—	*Wharf or trestles*—
D. W. T. Halifax,	Piers Nos. 2, 3, 4, 5, 7, 8, 9, and Immigration Pier.
Willow Park,	Coal pockets erected.
Springhill Jct.,	Coal trestle.
St. John,	Long wharf,
"	Ballast wharf.

BRIDGES AND CULVERTS.

During the period November to March the following bridges and culverts were repaired:—

Location—	*Bridge or culvert*—
East of Belmont,	Bridge (new girder and top),
Penobsquis,	Culvert.
Scoudouc,	Culvert.

New through bridge 40 feet long put in east of Folleigh.

OVERHEAD BRIDGES.

Location—	*Overhead bridge*—
St. John.	Wall street and Stanley street overhead bridge.
Lakeside.	

PAINTING (BRIDGES).

Nil.

PAINTING (BUILDINGS).

Location—	*Description*—
Truro yard.	Small buildings.

BUILDINGS AND PLATFORMS.

Necessary repairs were made to stations, dwellings, platforms and outbuildings on the division during the period, November to March, at the following places:—

Location—	*Location*—
Apohaqui.	Lakeside.
Jubilee.	Fairview.
Sussex.	Model Farm.
Anagance.	Penobsquis.
Scoudouc.	Dorchester (built new building 21 x 40 feet).
Shediac.	
Pt. du Chene.	Dartmouth.
Truro.	Hilden.
Alton.	Halifax and Southwestern Jct.
Windsor Junction.	Brookfield.
Stewiacke.	Milford.
Enfield.	Shubenacadie.
Fall River.	Prince's Lodge.
Hampton.	

During this period necessary repairs were made to outside buildings such as water closets, also hand car houses, etc.

Necessary repairs were made to the following buildings and rooms during this period at St. John:—

Tower house, Island Yard.
Office, King street.
Elevator, St. John.
Store room, St. John.
Furnace room, St. John,
Parcel room, St. John.
Baggage room, St. John.
Train shed, St. John.
Yardmaster's office, St. John.
Shed No. 3, St. John.
P. O. Dept. room, St. John.
Wash house, St. John.
Freight Shed, No. 9, St. John.

The following buildings at Richmond and Halifax were repaired:—

Brick freight shed,
Stock pens, Richmond,
Car-cleaning plant,
Grain elevator,
Dunn's house, Willow Park,
Immigration building,
Power house, North street,
Tool house, Richmond,
North Street station,
D. W. T. Fire Hose houses,
Coal shed, Richmond,
D. A. R. shed,
Government House, Campbell road.
Government House, Richmond,
Flour shed,
Shunter's rest house.

The following buildings at Moncton were repaired during the period November to March:—

Freight office,
General office,
Pintsch gas plant,
E. Tiffin's house,
Rest house.
Track blacksmith shop,
Coal plant.

Built three small buildings for natural gas plants.

Round houses and shops were repaired during the period at the following places:—

St. John,
Moncton,
Willow Park,
Truro.

Necessary repairs were made during the period to the following loading platforms:—

Sussex,
Lakeside,
Hampton,
Shediac,
D. W. terminus,
Enfield.

Repairs were made to crossings on the division at various places where required.
Glass was put in at various places where required.
Necessary repairs were made to turntables where necessary.

FOURTH DIVISION.

I beg leave to submit the following statement of work covering repairs to track, buildings, bridges, &c., chargeable to revenue between November 1, 1912, and March 31, 1913.

TRACK.

BALLAST.

3,357 cubic yards ash ballast.

NOTE.—Above ashes from Stellarton engine-house, and distributed at bad spots along Eastern extension.

TIES.

14,372 ties put in track.
5 sets switch ties.

SWITCHES.

7 sets new split switches.

FENCES.

317 rods new wire fence.
450 feet snow fence.

SIDINGS.

600 foot siding put in at Wallace.
196 foot extension to W. P. MacNeil & Co's siding, New Glasgow.
200 foot extension added to Swift's siding, Sydney.

BRIDGES.

Following bridges and culverts repaired:

	Location.	*Division.*
Bridge	Middle River,	Oxford & New Glasgow,
Bridge	Grand Narrows rest pier,	Cape Breton.
Bridge	Balls Creek,	Cape Breton.
Culvert	Pomquet, east,	Eastern Extension.
Culvert	Pomquet, west,	Eastern Extension.
Culvert	Heatherton, west,	Eastern Extension.
Culvert	Afton, east,	Eastern Extension.
Culvert	Trenton,	Eastern Extension.
Culvert	Loch Broom,	Oxford & New Glasgow.
Culvert	Sydney, Lombard St.,	Cape Breton.
Trestle	Dowlings,	Cape Breton.
Trestle	MacDonalds,	Cape Breton.
Wharfs	Pictou,	Oxford & New Glasgow.
Wharf foundation	Mulgrave,	Eastern Extension.

PLATFORMS.

Platform	Alma, (Ox. & N.G.)	Repaired.
Platform	Valley (Eastern)	New.

BUILDINGS.

Engine house, Stellarton, slight repairs.
Station, Stellarton, slight repairs.
Car checker's office, Stellarton, slight repairs.
Brakemen's rest-house, Stellarton, slight repairs.
Station, Heatherton, slight repairs.
Station, Sydney, slight repairs.

Engine house, Sydney, slight repairs.
Freight shed, Sydney, slight repairs.
Station, Sydney Mines, slight repairs.
Station, North Sydney, slight repairs.
Station, Grand Narrows, slight repairs.
Station, West Bay Road, slight repairs.
Station, River Denys, slight repairs.
Station, Iona, slight repairs.
Engine house, North Sydney, slight repairs.
Rest house, Sydney, slight repairs.
Ash pit, Sydney, slight repairs.
Coaling plant, Sydney, slight repairs.
Station, West River, slight repairs.
Station, Eureka, slight repairs.
Station, Hopewell, slight repairs.
Station, Ferrona Jct., slight repairs.
Station, Lyons Brook, slight repairs.
Station, Scotsburn, slight repairs.
Tool house, River John, slight repairs.
Station, River John, slight repairs.
Water sluice, Pugwash, slight repairs.
Tool house, Sylvester, slight repairs.
Station, Westville, slight repairs.
Station, Malagash, slight repairs.
Freight shed, Pictou, slight repairs.
Ice house, Pictou, slight repairs.
Carpenter shop, Pictou, slight repairs.
Station, Pictou, slight repairs.
Engine house, Pictou, slight repairs.
Station, Sylvester, slight repairs.
Station, Alma, slight repairs.
Station, Denmark, slight repairs.
Engine house, Oxford Jct., slight repairs.
Ash pit, Oxford Jct., slight repairs.
Water sluice, Tatamagouche, slight repairs.
Station, Wallace, slight repairs.
Station, Harbour au Bouche, slight repairs.
Station, New Glasgow, slight repairs.
Station, Merigomish, slight repairs.
Station, Heatherton, slight repairs.
Station, Tracadie, slight repairs.
Station, West Merigomish, slight repairs.
Station, Trenton, slight repairs.
Station, Antigonish, slight repairs.
Station, Mulgrave, slight repairs.
Station, Heatherton, slight repairs.
Kitchen, Avondale, addition.
Kitchen, Heatherton, addition
Kitchen, South River, addition.

MISCELLANEOUS.

Cribwork, Cape Breton.

PAINTING BRIDGES AND BUILDINGS.

Nil.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE.

MONCTON, N.B., May 19, 1913.

To the Canadian Government Railways Managing Board,
Moncton, N.B.

GENTLEMEN,—I beg leave to submit the following annual report for the Maintenance of Way and Structures Department for the period from April 1 to October 31, 1912.

TRACK.

During this period 43·69 miles of 4-inch, 4½-inch, 4¾-inch and 5-inch rails were taken up and replaced with 4½ and 5-inch rails.

TIES.

During this period 590,308 ordinary ties and 249 sets switch ties were put in the track.

BALLASTING.

During this period 160 miles of track was ballasted.

SWITCHES AND SEMAPHORES.

New semaphore signals were erected at the following stations:—
Petite Rocher, 1; L'Islet, 2.
113 new switches were installed during this period.
Necessary repairs were made to all semaphores and switches and telegraph signals on the system.

SIDINGS.

During this period 5·22 miles of additional siding accommodation has been provided at the different stations on the system.

FENCES BUILT BY OUR OWN MEN.

During the period 44·59 miles of woven wire fence was built at different points on the system by our own men.
Necessary repairs were made to fences on the system during this period.

SNOW FENCES.

During this period there was built 330 rods of portable snow fence.
Necessary repairs were made to all snow fences where required.

WHARFS AND TRESTLES.

Necessary repairs were made to the following wharfs and trestles during this period:—
Ashton Junction, trestle; Nicolet, trestle; Tobins, trestle; Princes Pier, wharf; Pictou, wharf; Halifax, pier No. 1; Halifax, pier No. 2; Halifax, pier No. 3; Halifax, pier No. 4; Halifax, pier No. 5; Halifax, pier No. 6; Halifax, pier No. 7; Halifax, pier No. 8; Richmond, quay wall; Point Tupper, wharf at old transfer; St. John, long wharf; St. John, breakwater at Courtenay Bay; Point du Chene, wharf; Dorchester, wharf; Antigonish, trestle; Stellarton, trestle; Gibson, wharf; Mulgrave, wharf; Point Tupper, temporary trestle for loading coal; Mill Brook, trestle; North Sydney, wharf.

BRIDGES AND CULVERTS.

During this period the following bridges and culverts were repaired:—

Folleigh, bridge; St. Leonard, culvert; Montmagny, bridge; Montmagny, culvert; St. Romuald, bridge, St. Luce, culvert; Tobins, overhead bridge; Moncton, subway; Brownells, aboideau; Crowsens, aboideau; Morris Dump, culvert; Grand Narrows, culvert; Grand Narrows, bridge; Duncan, culvert; Daveluyville, bridge; Barnaby River, bridge; Barnaby River, culvert; Robinsons, under crossing; Memramcook, bridge; Memramcook, culvert; Mill Brook, bridge; Nicolet, culvert; Isle Verte, culvert; Dalhousie, culvert; Nipisiguit, culvert; Lutes Siding, culvert; Boundary Creek, culvert; Scoudouc, culvert; Scoudouc, bridge; Folleigh, culvert; Londonderry, culvert; Pictou Harbour, bridge; Ashton Junction, culvert; St. Anne, bridge; Old Lake Road, culvert; Boiestown, bridge; East Mines, culvert; Salt Springs, culvert; Upper Dorchester, culvert; Richmond, culvert; Gillis Cove, culvert; Manseau, bridge; Rivière du Loup (wharf branch), bridge; St. Pascal, bridge; Newcastle, culvert; Dickies Siding, culvert; Shediac, bridge; St. John, bridge (Stanley st.); River Philip, culvert; Springhill Junction, culvert; Athol, culvert; Sackville, culvert; Fort Lawrence, culvert; Hallawell Grant, culvert; East River, bridge; Trenton, culvert; Piedmont, culvert; Beaver Cove, bridge; St. Apollinaire, culvert; St. Leonard, culvert; St. Charles Junction, bridge; Trois Saumons, culvert; L'Islet, bridge; St. Phillipe, culvert; Benjamin River, bridge; Blackville, bridge; Blackville, culvert; Middle River, bridge; Wallace, bridge; Merigomish, culvert; Avondale, culvert; Heatherton, culvert; Orangedale, culvert; Mitchell, culvert; St. Rosalie, culvert; DeLotbinière, culvert; Rivière Ouelle, bridge; Cedar Hall, culvert; Frosty Hollow, culvert; Palmer's Pond, culvert; Horns, bridge; Little River, bridge; Bayfield, culverts.

OVERHEAD BRIDGES.

During this period the following overhead bridges were repaired:

Proberts,	Overhead	Bridge.
Dickies Siding,	"	"
Bathurst (West of)	"	"
Bathurst (East of)	"	"
Otty's,	"	"

BUILDINGS AND PLATFORMS.

Necessary repairs were made to stations, dwellings and out-buildings on the system during the year at the following places.

Location.	*Location.*	*Location.*
Amherst,	East Mines,	Maccan,
Avondale,	Elm Tree,	Merigomish,
Assametquaghan,		Millerton,
Alma,	Fairview,	Model Farm,
Antigonish,	Fredericton,	Mulgrave,
Aulac,	Folleigh,	Montmagny,
Athol,	Flat Lands,	Manseau,
Amqui,	Fairvale,	Meadowville,
Adamsville,	Fitzpatrick's Siding,	
Apohaqui,	Ferrona Jct.,	New Mills,
		Newcastle,
Bathurst,	Gibson,	Nappan,
Beresford,	Grand Narrows,	Nicolet,
Bayfield road,	Green Point,	New Glasgow,
Barney's River,	Gloucester Jct.,	North Sydney,

Location.

Bartibogue,
Belledune,
Berry's Mills,
Browses Point,
Boisdale,
Bagot,
Bic,
Bloomfield,
Beau Rivage,
Belmont,
Barachois,
Brown's Point,
Boiestown,

Campbellton,
Cap St. Ignace,
Cacouna,
Chatham Jct.,
Cross Creek,
College Bridge,
Causapscal,
Coal Branch,
Canaan,
Conns Mills,
Carrier,
Chaudiere Jct.,
Calhouns,
Calligans,
Chaudiere Curve,
Cedar Hall,

Derby Jct.,
Dorchester,
DeBert,
DeLotbinière,
Daveluyville,
Dalhousie,
Dalhousie Jct.,
Denmark,
Drummondville,

Glen Emma,

Halifax,
Harbour au Bouche,
Hampton,
Harlaka Jct.,
Hadlow,
Heberts,
Harcourt,
Heppers Siding,

Isle Verte,

Location.

Jubilee,
James River,
Jacquet River,

Kent Jct.,
Kempt,

Levis,
Lourds,
L'Islet,
Laurier,
La Durante,
Lemieux,
Lyons Brook,
Little Metis,
Londonderry,
Lac au Saumon,
Lakeside,
Loch Broom,
Loggieville,

Millstream,
Metapedia,
Moncton,
Memramcook,
Mitchell,
Moffatts,

Nashes Creek,
Nigadoo,
Nauwegewauk,
North Sydney Jct.,
Nipisiguit Jct.,

Old Lake Road,
Oxford Jct.,
Onslow,
Oxford,
Orangedale,

Penobsquis,
Painsec,
Pictou,
Point Tupper,
Point du Chene,
Plumweseep,
Passekeag,
Petitcodiac,
Pugwash Jct.,
Pictou Landing,
Petit Rocher,
Pomquet,

Location.

Quispamsis,
Quebec,

Rivière Ouelle,
Rivière du Loup,
Rogersville,
River John,
Rimouski,
Riverton,
River Philip,
Red Pine,
Rothesay,
Renforth,

St. Cyrille,
St. Vallier,
St. Arsene,
St. John,
St. Appolinaire,
Springhill Jct.,
Sackville,
Shubenacadie,
Stellarton,
Sydney,
St. Anne,
St. Charles,
St. Pascal,
St. Fabien,
Salt Springs,
St. Anaclet,
St. Luce,
Sayabec,
St. Moise,
Salisbury,
St. Francois,
Ste. Flavie,
St. Simon,
St. Octave,
St. Jean Port Joli,
St. Romuald,
Sussex,
St. Eugene,
St. Leonard,
Scotsburn,
St. Helene,
South River,
St. Jean Chrysostome,
St. Germain,
St. Eloi,
Sydney Mines,
St. Perpeture,
St. Joseph,
St. Andre,

Location.	*Location.*	*Location.*
St. Alexandre,	Tatamagouche,	Waverley,
Shediac,	Tracadie,	Windsor Jct.,
Springhill,	Thomson,	West Bay Road,
	Trenton,	Westville,
Truro,		Wallace.
Trois Pistoles,	Upper Dorchester,	Wentworth.
Turgeon,		

During this period necessary repairs were made to all out-buildings such as water closets, hand car houses, coal houses, tanks, etc.

Necessary repairs were made to the following buildings, etc., this period at St. John:—

Coal pockets,
Train shed,
Sheds Nos. 1, 2, 5, 7, 8, 9, 13,
Elevator,
Coachman's shanty,
Baggage room,
Round house,
Freight building,
Station.

The following buildings at Richmond and Halifax were repaired:—

Sheds Nos. 2, 3, 4, 8, 9,
Coal Pockets,
Yard delivery office,
D. A. R. freight shed,
Grain elevator and conveyor,
North street station,
North street power house,
Station—Richmond,
Carpenter shop—Richmond.
Trainmen's shelter—Richmond.
Cattle shed—Richmond,
Train shed,
Round House (Willow Park),
Dwellings on Campbell Road,
Dunn's House,
Stock pens,
Brick freight shed,
Car cleaning plant,
Track scales,
Switchman's house.

The following buildings at Moncton were repaired during this period:—

New shops.
Ice house and platform.
Yard office.
Freight house.
Station and platform,
Cattle shed.

Car washers building.
Engine house.
Government cottages (Main St. and Bridge St.).
Rest house.
Electric plant.

Round houses and shops were repaired during this period at the following places:—

Amherst,
Campbellton,
Chaudiere Jct.,
Dalhousie,
Gibson,
Halifax,
Moncton,
Newcastle,
Oxford Jct.,
Pictou,
Point du Chene.
Rivière Ouelle,
Rivière du Loup,
St. John,
Springhill Jct.,
Stellarton,
Sydney,
Sussex,
Ste. Flavie,
Springhill.

Necessary repairs were made during this period to the following loading platforms:—

Dorchester,
Drummondville,
Fitzpatrick's,
Halifax
L'Islet,
Londonderry,
Loggieville,
Meadowville,
Nappan,
Oxford,
Pictou,
River John,
Sayabec,
St. Simon,
Shediac,
St. John.

PAINTING—(BRIDGES).

During the year the following bridges were painted.

Location of Bridge—Description of Work.

Barnaby River, double deck lattice girder painted.
Bedford, three spans painted.
Belmont, painted.
Barney's River, painted.
Breakey's Siding, 8 rolled beams painted.
Baxter's Bridge, painted.
Bennet's River, deck plate girder painted.
Cross Creek, deck plate girder painted.
Calvary River, painted.
Cedar Swamp, 4 floor beams painted.
Cedar Hall (East of), 1 rolled beam painted.
Durham, deck plate girder painted.
Dewar's Mills, painted.
Elmsdale, painted.
Grand Narrows, painted.
Groom's Cove, deck plate girder painted.
Hammond River (near Jubilee), 3 spans painted.
Isle Verte (East of), 4 rolled beams painted.
James River, painted.
Jacquet River, 3 spans painted.
Little Forks, double lattice girder painted.

Lydia Brook, painted.
L'Anse à Giles (East of), 8 rolled beams painted, and 1 deck plate girder painted.
McBeans, painted.
Nashes Creek, through plate girder painted.
North Branch Charlo, 3 spans painted.
Oulton's, painted.
Penniac, 1 deck plate girder painted.
River Inhabitants, painted.
Rivière Ouelle, deck plate girder painted.
Soddon River, painted.
South Branch Charlo, 2 spans painted.
Shubenacadie, painted.
Sutherland's River, painted.
South River, painted.
St. Romuald (Under crossing), through plate girder and metal floor painted.
St. Joseph (East of), through plate girder painted.
St. Joseph (West of), through plate girder painted.
St. Louise (East of), deck plate girder painted.
St. Anne (East of), deck plate girder painted.
St. Moise (East of), rolled beam.
Trois Saumons (West of), 4 deck plate girders.
Union, painted.
West Branch Montmagny, double through plate girder painted.

PAINTING (BUILDINGS).

Location of Station, &c.—Description of Work.

Alton, station, exterior and interior.
Alba, station, exterior.
Alba, freight shed, exterior.
Aulac, station, exterior.
Aulac, freight shed, exterior.
Adamsville, station, exterior and interior.
Afton, station, exterior.
Afton, out buildings, exterior.
Bedford, station, exterior.
Barra Glen, shelter, exterior.
Beaver Cove, shelter, exterior.
Brown's Point, station, exterior and interior.
Boiesdale, station, exterior.
Bagot, tank, exterior.
Barnaby River, freight shed, exterior.
Berry's Mills, station, exterior and interior.
Barney's River, station, exterior.
Bayfield, station, exterior.
Bayfield, freight shed, exterior.
Charlotte, shelter, exterior.
Charlotte, tank, exterior.
Causapscal, station, exterior and interior.
Coal Branch, station, exterior.
Coal Branch, freight shed, exterior.
Chaudière, station and w.c., exterior.
Chaudière, freight shed, exterior.

Chaudière Jct., station, exterior and interior.
Chaudière Jct., rest house, exterior.
Chaudière Jct., umbrella roof, exterior.
Chaudière Jct., coal and oil sheds, exterior.
Chaudière Jct., covered platform, exterior.
College Bridge, dwelling, exterior.
Dartmouth, station, interior.
DeLotbinière, tank, exterior.
DeBert, station, exterior.
Enfield, station, exterior.
Eureka, station, exterior and interior.
Elgin Road, station, exterior.
Elgin Road, freight shed, exterior.
Eel River, station, exterior.
Eel River, agent's dwelling, exterior.
Fairview, station, exterior.
Ferrona Junction, station, exterior and interior.
Flatlands, station, exterior and interior.
Flatlands, freight shed, exterior.
Folleigh, station, exterior.
Halifax, grain elevator, exterior operations.
Hopewell, station, exterior.
Hadlow, station, exterior.
Harlaka Junction, station, exterior and interior.
Harlaka Junction, freight shed, exterior.
James River, station, exterior.
Kent Junction, station, exterior.
Kent Junction, freight shed, exterior.
Leitches Creek, station, exterior.
L'Anse à Giles, station, exterior.
L'Anse à Giles, freight shed, exterior.
Lavergne, station, exterior.
Lavergne, freight shed, exterior.
Lac au Saumon, freight shed, exterior.
Lac au Saumon, station, exterior.
Lac au Saumon, coal and oil sheds, exterior.
Levis, station, exterior and interior.
Levis, umbrella roof, exterior
Levis, freight sheds, exterior.
Levis, agent's house, exterior.
Levis, superintendent's house, exterior.
Lansdowne, station, exterior.
Lansdowne, dwelling, exterior.
Little Metis, tank, exterior.
Lorne, station, exterior.
Moncton, station (2nd floor), interior.
Milford, station, exterior.
Murray's, flag station, exterior.
Montmagny, station, exterior and interior.
Millstream, station, exterior and interior.
Millstream, tank, exterior.
McKays, station, exterior.
Merigomish, station, exterior.
Merigomish, out buildings, exterior.
Mines Road, station, exterior.

Model Farm, station, exterior.
Nauwegewauk, station, exterior.
Nappan, station, exterior.
New Glasgow, storehouse, exterior.
Orangedale, station, exterior.
Orangedale, freight shed, exterior.
Ottawa Brook, shelter, exterior.
Old Lake Road, freight shed and w.c., exterior.
Pugwash Junction, station, exterior.
Pictou Landing, station, exterior.
Petitcodiac, freight shed, exterior.
Plumweseep, comb. station and freight shed, exterior.
Passakeag, comb. station and freight shed, exterior.
Richmond, station, exterior.
Richmond, dwelling, exterior.
Richmond, shed No. 8, exterior.
Rothesay, station, exterior.
River Philip, station, exterior and interior.
Rockingham, station, exterior.
Riversdale, station and roof, exterior.
Renforth, shelter, exterior.
Rivière Ouelle, baggage room, exterior.
Rivière Ouelle, coal shed, exterior.
St. Philip de Neri, freight shed, exterior.
St. André, freight shed, exterior.
St. Valier, freight shed, exterior.
St. Pierre, tank, exterior.
Ste. Rosalie, tank, exterior.
St. George, freight shed, exterior.
St. Edward, freight shed, exterior.
Salt Springs, station, exterior.
St. Jean Chrysostome, station, exterior.
St. Jean Chrysostome, tool house, exterior.
St. Jean Chrysostome, coal shed, exterior.
Ste. Hélène, station and w.c., exterior.
Ste. Hélène, freight shed, exterior.
Ste. Hélène, tank, exterior.
Sussex, pump house, exterior.
St. Alexandre, station, exterior.
St. Alexandre, freight shed, exterior.
St. Moise, station, exterior and interior.
St. Alexis, station, exterior and interior.
Salisbury, station, exterior.
Salisbury, freight shed, exterior.
St. John, elevator conveyor and bents.
St. John, freight sheds No. 7-9, exterior.
St. John, 5 offices in freight sheds, exterior and interior.
St. John, Island Yard office, exterior.
St. John, cattle shed (I. Y.), exterior.
Sydney, umbrella roof, exterior.
St. Charles Junction, station, exterior.
St. Charles Junction, freight shed, exterior.
St. Jean Port Joli, station, exterior.
St. Jean Port Joli, freight shed, exterior.
St. Jean Port Joli, coal shed, exterior.

Ste. Louise, station, exterior.
Ste. Louise, freight shed, exterior.
Ste. Anne, station, exterior.
Ste. Anne, freight shed, exterior.
St. Apollinaire, tank, exterior.
Trois Pistoles, station, exterior.
Trois Pistoles, freight shed, exterior.
Trois Pistoles, tank, exterior.
Tracadie, station roof, exterior.
Turgeon, combined station and freight shed, exterior.
Trois Saumon, freight shed, exterior.
Upper Dorchester, station, exterior.
Valley, station, exterior.
Windsor Junction, station, exterior.
Wellington, station, exterior.
Westville, station, exterior.
Wallace Bridge, station, exterior.
West River, station, exterior.
Wentworth, station, exterior.
Wentworth, freight shed, exterior.

The following buildings were built or repaired to replace buildings destroyed or damaged by fire during this period:

Station, Sydney.
Flour shed roof, St. John.
Station, Newcastle.
Agent's dwelling, Gibson.
Terminals, Point Tupper.
Station, Millerton.
Tank, St. Fabien.
Coal shed and cattle pen, Trois Pistoles.
Inspector's shanty, Halifax.
Section shanty, Halifax.
Power house, Willow Park.

GENERAL.

Gates and cattle guards were repaired throughout the line, where required.

Repairs were made to crossings on the line at various places, where necessary.

Sign boards were made and put up where required.

Boxes were made for packing second-hand bolts and spikes, when necessary.

Ladders for buildings and semaphores were provided when necessary throughout the line.

Necessary repairs were made to turn-tables, where required.

Glass was put in and glazing done where necessary.

Semaphores, switches and telegraph signals have been painted throughout the line

Necessary repairs were made to hand-cars, trollies, baggage trucks and wheel-barrows, throughout the line.

Necessary repairs were made to steam shovels, steam cranes and pile drivers, &c.

Book cases and desks were repaired and painted.

Ash pits were repaired, where required.

It gives me great satisfaction, to be able to say that the road, &c., has never been in better condition than during this period.

Yours truly,

T. C. BURPEE,
Engineer of Maintenance.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,
MONCTON, N.B., May 19, 1913.

To the Canadian Government Railways Managing Board,
Moncton, N.B.

GENTLEMEN,—I beg leave to submit the following report for the Engineer of Maintenance Department for the period from November 1, 1912, to April 30, 1913.

The following list of capital work was taken over and supervised regarding details, plans, estimates, specification and inspections:—

LOCATION AND DESCRIPTION OF WORK.

Chatham, freight house; Chatham, drain pipe new yard; Chatham, right of way; Chatham, ballasting; Chatham, station; Chatham, station platform; Campbellton, station; Cape Breton, survey, engineering; Fredericton, freight shed; Fredericton, station; Glebe House Cove, bridge; Halifax, coal plant; Halifax, ash plant; Halifax, remodelling Richmond yard; Halifax, freight shed Richmond; Halifax, pier No. 7 Richmond; Mulgrave, steel bridge and floor; Moncton, freight yard and cut-off; Moncton, addition to freight car repair shop; Moncton, addition and furnishing offices; Moncton, grade revisions through city; Nelson, station; Point Tupper, station; Point Tupper, apartment house; Point Tupper, sand house; Point Tupper, coal pocket; Point Tupper, turntable; Point Tupper, engine house; Rivière du Loup, sand house; Rimouski, addition to freight shed; Ste. Flavie, station; Ste. Flavie, freight shed; Stellarton, engine house; St. John, coal pockets; Sydney Mines, diversion; Truro, station; Truro, turntable; Wallace Harbour, spur line.

The following list of bridges were renewed in part chargeable to capital:—

Assametquaghan,
Bagot,
Beau Rivage,
Cedar Hall,
Chaudiere Junction,
Daveluyville,
Glencoe,
Holmes,
Harcourt,
Isle Verte,
Rimouski,
St. Josephs,
Sacre Cœur,
St. Pauls,
St. Luce,
St. Rosalie Junction,
St. Simon,
St. Fabien,
St. Moise,
Sayabec,
Villeroy,
Val Brilliant,
West River,
Lemieux,
Lac au Saumon,
Mill Stream,
Moncton (St. George st.),
Memramcook,
Moffats.

GENERAL.

During the month of November the track blacksmith shop repaired steam shovels, ditchers, rotary ploughs, cranes, ledgewood unloader, ballast cars, aprons, &c.

Repairs were also made to Point Tupper transfer and S. S. Scotia.

Statements were prepared in answer to questions of the House.

A complete history of all the employees in the M. of W. & S. Department was prepared for transfer to Divisional Superintendents.

Considerable supervision was given to buildings and grounds, bridges, trestles and culverts and docks and wharfs.

Plans and estimates were prepared in connection with the appropriation for the year 1913-1914.

Yours truly,

T. C. BURPEE,
Engineer of Maintenance.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE MECHANICAL ACCOUNTANT,
MONCTON, N.B., June 16, 1913.

SIR,—I beg to submit the following information for the annual report for the fiscal year ended March 31, 1913.

A.—Statement showing the number of locomotives and the different classes of other rolling stock on the line.

B.—Statement showing the mileage made, and the coal, oil, grease and waste consumed by locomotives.

Also a summary of the principal work done in the shops at Moncton, Halifax and Rivière du Loup.

The following rolling stock was purchased:

On Capital account,—

2 sleeping cars.
1 dining car.
2 first class passenger cars.
173 box cars.
50 platform cars.
20 Hart-Otis steel dump cars.
10 stock cars.

On Renewals accounts (revenue)—

23 locomotives (19 freight and 4 switching).
2 sleeping cars.
1 dining car.
5 first class passenger cars.
2 postal cars.
662 box cars.
35 refrigerator cars.
100 platform cars.
1 oil tank car.
80 Hart-Otis steel dump cars.
10 stock cars.
1 snow plough.

Nine of the freight locomotives, which are among the most modern type, replaced twenty-five (25) old small type locomotives condemned, the nine (9) having a tractive power of 343,680 lbs. or 32,862 lbs. in excess of the (25) twenty-five.

182 box cars, 100 platform cars, 1 oil tank car, 5 stock cars, and 1 snow plough, replaced the same number condemned.

The 80 Hart-Otis steel dump cars replaced 16 15-ton and 7 6-ton Hoppers, 66 20-ton coal cars, and 12 15-ton Gondolas, or 101 cars in all, condemned.

The 80 having a capacity exceeding the 101 by 1,418 tons.

The following cars were rebuilt in the shops at Moncton on renewals account (revenue):—

2 colonist cars.
3 platform cars.

One (1) of the colonist cars replaced No. 504 condemned and the three (3) platform replaced the same number condemned.

One (1) motor car was converted into a first-class and baggage car, three (3) postal cars were changed from postal and smoking to postal and express, and the two (2) postal cars were fitted with the pintsch gas lighting system.

The following cars are under construction in the Moncton shops on renewals account (revenue):—

28 vans.
150 box cars.
1 Flanger.
20 box baggage.

The following work equipment was taken over from the Maintenance of Way Department:—

3 steam cranes.
1 ditcher.
1 steam derrick.
3 steam shovels.
1 portable rail sawing and boring machine.
1 pile driver.

I have the honour to be, sir,
Your obedient servant,

J. J. WALKER,
Mechanical Accountant.

G. R. Joughins, Esq.,
Superintendent of Motive Power, I.R.C.,
Moncton, N.B.

The following work was done in the car department during the year:—

3 platform and 2 colonist cars rebuilt.
1 motor car was converted to combined first class and baggage.
3 postal cars were changed from postal and smoking to postal and express.
2 postal cars were equipped with the Pintsch gas lighting system.

The following rolling stock received general repairs:—

582 freight cars.	79 vans.
34 snow ploughs.	6 flangers.
1 pile driver.	4 auxiliary cars.
3 box baggage cars.	17 first class cars.
2 colonist cars.	5 sleeping cars.
7 postal cars.	1 parlour car.
8 second class cars.	5 baggage cars.
2 dining cars.	1 official car.

The following cars received medium repairs:—

1 official.	1 motor.
18 colonist.	56 first class.
23 sleeping.	10 postal
24 baggage.	29 second class.
8 vans.	9 parlour.
694 freight cars.	2 store cars.

14 hopper cars had coupler clearance adjusted.

The following cars received light repairs:—

36 sleeping.	119 first class.
28 colonist	59 second class.
34 baggage.	11 dining.
31 postal.	1 motor.
12 vans.	2 parlour.
1 auxiliary.	13,953 freight cars.

The following cars were burnt off, painted, lettered and varnished:—

5 sleeping.	13 first class.
2 dining	2 second class.
1 colonist.	1 baggage.

The following cars were cleaned, cut in, and varnished:—

23 sleeping.	3 dining.
8 parlour.	63 first class.
34 second class.	20 colonist.
17 postal	29 baggage.
4 box baggage.	2 auxiliary.

The following rolling stock was painted, lettered, varnished, &c.:—

17 vans.	124 engines and tenders.
9 snow ploughs.	42 refrigerator.
1 well boring car.	9 flangers.
106 box cars..	1 steam shovel.
2 ash cars.	89 flat cars.
18 Hart-Otis steel dump cars.	1 Hart convertible.

1,185 freight cars were relettered and touched up.

A large number of articles were painted and lettered, such as ladders, wheel barrows, gangways, freight trucks, baggage trucks, window sashes, doors, smoke stacks, safes, sign boards, desks, chairs, stools, stepping boxes, tool and outfit boxes, &c., &c.

A large amount of work was done on the new wing of the General Office building, and the old part of the same building was cleaned and renovated.

Cabinet Shop.

The following articles were made:—

6 card racks.	20 packing cases.
6 outfit boxes.	36 pictures and mirror frames.
4 passenger car doors.	8 vestibule doors and frames.
43 window sashes.	70 car seats, bottoms, backs and rests.
23 candle boxes.	
61 panels.	19 meat and bread boards.
73 hammer handles.	141 car step ends.
28 four tread car steps.	1 car platform.
1 ice chest.	68 large cases, for General Offices vaults.
5 letter cabinets.	
12 ladders.	24 sash openers.
5 nest of drawers, small.	14 large filing cases for General Offices.
2 nest drawers, large for General Offices.	5 pigeon-holed cases, single for General Offices.
4 pigeon-holed cases, double for General Offices.	44 shelves, for General Offices.
5 filing boards.	3 car berths.
5 large partitions for General Offices.	40 desk sashes.
	3 tool chests.
7 panel doors.	1 large walnut lounge.
12 skirt boards.	10 wardrobes, large for General Offices.
48 stepping boxes.	
6 telephone boxes.	6 van desks.
1 van door.	6 head boards.
8 window reflectors.	17 large travelling ladders.
3 large bookcases.	14 high benches.
12 hopper tops.	9 wash basin fronts.

3 stools.
9 sliding doors.
2 sets of screen doors and jams.
4 large pulleys.
2 large foot rests.
5 tables.
5 window screens.
5 large assorting tables.
5 large desks.
5 large bulletin boards .

The following articles were repaired:—

8 office doors.
7 stools.
7 cabinets.
28 desks.
3 desk tops.
2 kitchen lockers.
2 packing grates.
2 ladders.
1 office safe rebuilt.
10 wash basin tops.
1 car side door.
3 car racks.
6 ticket cases.
71 chairs.
16 closet partitions.
4 book cases.
3 tables.
1 wringer.
1 large timetable rack.

There was also a large amount of work done on the fittings for the two colonist cars rebuilt, for converting three postal and smoking cars into postal and express, and for converting the motor car into combined first class and baggage car, also in equipping sleeping cars with new steam pipes and pillow boxes.

Freight Car Repair Shop.

204 new roofs were applied to freight cars.
253 freight cars were fitted with the uncoupling device.
97 new freight car trucks were built.
3 sterlingworth trucks were re-enforced.
45 cars were lined for potatoes.

Upholstering Shop.

18 first class cars received heavy repairs, such as renewing the upholstering, blinds, carpets, mattresses, &c.

7 first class cars received medium repairs, as follows:—Seats and backs washed, mattresses air blown, seats, backs and blinds partly renewed and repaired.

52 first class cars received light repairs, as follows:—Seats, backs, mattresses, carpets, wicker chairs air blown, and patching and repairs inside.

192 cab seats and backs were made.
1,014 cab curtains were made.
224 van cushions were made.
72 hose bags were made.
28 mattresses and pillows were made.

A large number of small jobs were also done repairing office chairs, and desks, vestibule curtains, seats and backs, window blinds, &c.

Woodworking Mill.

551 brake beams were made.
1,387 buffer blocks were made.
1,522 draft timbers were made.
488 truck sides were made.
461 truck bolsters were made.
704 spring boards were made.
94 pilots were made.
3,304,248 feet of lumber milled.
1,348 stores orders for articles for outside stores and other departments were completed.

The following is a report of the work done in Locomotive Department at Moncton, during the year.

Erecting shop—

15 locomotives were partly rebuilt.
75 locomotives received general repairs.
34 locomotives received heavy repairs.
40 locomotives received light repairs.

Blacksmith shop—

2,307,053 lbs. iron forgings were made which includes, 1,218,244 lbs. bolts and 246,800 lbs. nuts. 966,398 lbs. steel forgings were made.

Boiler shop—

29,451 tubes were applied.
24,050 tubes were cleaned.
28,611 tubes were pieced.
56 side sheets were made.
28 door sheets were made.
28 tube sheets were made.
76 fire boxes were patched.
11 tender frames were made and 101 repaired.
154 locomotive smoke stacks were made and 40 long stacks.
24 oil pans were made.
67 ash pans were repaired and 31 made.
3 tender tanks were made.
96 tender tanks were repaired.
2,256 wheels were rivetted.
9 tender bolsters were made and 96 repaired.
85 sterlingworth trucks were repaired.
14 tenders were rebuilt.
59 front ends were made.
175 ash pan slides were made.
10,500 copper ferrules were made.
1,241 patch bolts were applied.
2,303 lbs. rivets were made.
96 petitcoats were made.
50 smoke box door liners were made.
1 snow plow was ironed.
15 steel cabs were applied.
30 ash buckets were made.
40 coal buckets were made.
84 boilers were tested.
3 water service boilers were repaired and tested.
200 scrapers were made.
1 crane boom was rebuilt.

Pattern shop—

The following patterns were made and repaired:
183 for cast iron were made, 104 repaired and 15 altered.
64 for steel were made, 87 repaired and 23 altered.
82 for brass castings were made and 76 repaired.
19 for mallable were made and 28 repaired.

Brass foundry—

The following was the output of this shop:
433,357 lbs. brass bearings.
63,751 lbs. brass castings.
55,701 lbs. antimonial lead.
21,192 lbs. babbitt metal.
307 lbs. metallic packing.

Brass turning shop—

280 air gauges, 900 air hammers, and 275 air pumps were repaired.
450 lubricators were repaired.
550 beading tools were repaired.
55 brake cams were made.
225 brake cam nuts were made, 475 screws were made.
36 bell ringers were made.
100 sets of dies were made.
400 cylinder cocks were made.
12 blow-off cocks were made.
94 gauge glass cocks were made.
72 try cocks were made.
30 tender cocks were made.
290 engine brasses were made.
100 flag staff casings were made.
125 hydraulic jacks and 60 bottle jacks were repaired.
200 heater regulators were repaired.
500 injectors were repaired.
50 injector check valves were made.
800 oil cups were made.
175 pumps governors were made.
200 reamers were made.
12 steam chest release valves and 24 nipples were made.
600 steam gauges were repaired.
200 taps were made.
150 tube cutters were made.
150 wheel defect gauges were made.

In addition to the above there was a large amount of work done for the cars in the car shops and on orders for outside points, as well as for all the pump governors, heater regulators, air and brake cylinders, engine valves and boiler mountings for all the engines that went through the shops.

Tin and copper shop—

10,115 W. A. B. Couplings were fitted to new air hose.
4,968 couplings were fitted to signal and steam hose.
18,074 bushes were lined.
1,031 bushes were relined.
195 headlights and 250 reflectors were repaired.
28 tank delivery pipes were made and 42 repaired.
1,073 switch lamps were repaired and painted.
142 tail lamps were repaired and painted.
108 signal lamps were repaired and painted.
22 station lamps were repaired and painted.
56 hand lamps were repaired.
19 cab lamps were made.

464 perforated plates were made.
272 oilers were made and 247 repaired.
21 oil pumps and 6 oil tanks were repaired.
30 valve oil pots were made.
700 tin oil cup covers were made.
36 water cans were made and 120 repaired.
180 steam gauge lamps were made and 90 repaired.
26 water gauge lamps were made and 34 repaired.
47 shop lamps were made and 200 repaired.
101 lamp fronts were made.
17 coal boxes were made.
156 stove bases were made.
4 sinks were made.
6 ice boxes were made.
61 drip pans were made.
80 gauge glass shields were made.
4,000 sets valve stem packing and 3,600 sets metallic packing were made.
56 corner plates were made.
203 economy heaters were repaired.
110 pipe oil cups were made.

Repairs, alterations, renewals were made to copper pipes, steam pumps, lubricators, copper joints on steam chests, domes and cylinder covers, driving and truck boxes, and Westinghouse air brake pipes.

Lagging was all removed, repaired and replaced on 161 engines.

118 tenders were equipped with train line pipes for signal air and steam, and all water pipes were overhauled and repaired.

Repairs were made to wash basins, taps, water closets, lamps, brass work, piping, &c., on 201 passenger and baggage cars, 60 parlour, sleeping and dining cars, and 1 official car.

General repairs were given to the piping, sinks, &c., on 3 auxiliary cars, 28 vans, 26 refrigerator cars, 8 shanty cars, 1 bridge car, 2 tool cars, 43 potato cars, 1 milk car, and 1 store car.

Extensive repairs were made to the heating and plumbing system in the General Offices Building at Moncton, and the Yard Office.

Traffic Manager's Cottage, car cleaning building, rest room, Moncton Station; Car Mileage Office, Nelson Station; New Shops and Offices, Springhill Jct. Station; Campbellton Station; Yard Scales, Amherst Station; Roundhouse, Moncton; Assistant Chairman's Cottage, Loggieville Station; Sackville Station; Sussex Station; Chatham Jct. Station; Newcastle Station; Hampton Station; Point Du Chene Roundhouse.

New water service pipes were put in at Canaan, Coal Branch, Mulgrave, Bartibogue and Dorchester Stations and Janitor's Cottage, Moncton.

New heating system was installed in the General Offices Building, also all the pipe fitting and plumbing.

Repairs were made to all the gutters on the new shops and other buildings at the new works.

New closets were installed at Newcastle station.

All the stoves and pipes were repaired and put up in the different stations between St. John and Halifax, Indiantown, Dalhousie and Dartmouth Branches, Loggieville and Fredericton, Moncton and Campbellton.

The steam pipes at the Pintsch Gas Plant were overhauled and repaired, also the heating pipes in the Track Blacksmith shop.

Sand Drier at Amherst was rebuilt and a large amount of work was done on piping for the S.S. *Scotia*.

The card racks for time clocks were repaired and a number of holders were added.

70 sheets of galvanized car roofing were repaired for the Car Department and 68 covers were made for copper cans and kettles of dining cars.

Four low down closets were installed in Moncton Station and the old one removed.

The old conductor pipes were removed from the Freight House at Moncton and new pipes put on.

And a large amount of work done in connection with the changing of the piping of the Ice House extension.

Tender Shop—

104 wooden cabs were repaired.
45 cab doors were made and 229 sashes were made.
3 tender tanks were lengthened, 55 received general and 60 heavy repairs.
222 valves were repaired.
200 valve spindles were repaired.
211 running boards were made and 106 were repaired.
49 front beams and 29 back beams were made.
807 side curtains were made.
254 cab seats were made.
118 headlight bases were made and 48 were repaired.
650 hammer handles were made.
2,404 sledge handles were made.
60 wrench handles were made.
115 malletts were made.
251 switch lamp and semaphore bottoms were made.
99 outfit boxes were repaired.
130 tool and shipping boxes were made.
36 tender truck frames were made.
198 tender trucks were repaired.
12 wheel barrows were made and 63 were repaired.
59 tender frames were repaired and 7 were made.
13 quadrants were made.
3 tender frames were lengthened.
23 back castings and 10 buffer beams were made.
14 front castings and 17 centre castings were made.
12 tender steps were made and 40 repaired.
60 drop curtains were made.
1,420 pump laggings were made.
8 hand carts were made.
164 covering boards were made.
26 ladders were made and 9 repaired.
131 tender journal boxes were applied.
29 transoms were made.
90 tender cab floors were laid.
12 valve spindles were made.
28 foot boards were made.

Machine Shop—

195 new driving tires were applied and 772 were turned.
206 new engine truck tires were applied and 472 were turned.
438 new tender tires were applied and 3,793 car and tender tires turned.
19 trailer truck tires were turned and 190 tires were shimmed.

988 new car tires were applied and 976 were turned and fitted.
258 driving journals were turned up and 395 hubs were faced.
5 crossheads were made and 241 were replaned.
182 cylinder heads were made.
55 piston rods were made and 96 trued up.
17 cylinders and half saddles were made.
16 engine truck centres were made.
42 guide bars and 123 guide blocks were made.
889 driving wedges were made.
6 locomotive frames were machined.
272 pop valves and 131 whistles were repaired.
26 steam chests were made.
17 steam chest covers were repaired.
24 gas retorts were machined.
19 cylinder bushings were bored out and fitted.
70 engine truck boxes were made.
641 wedges were replaned.
11 tender axles, 35 driving axles, and 4 car axles were fitted.
5 trailer axles and 11 engine truck axles were fitted.
7,483 new and second-hand axles were turned.
70 smoke box doors and rings were made.
34 crank pins were made.
50,300 stay bolts were threaded and 12,500 were made.
1,161,750 bolts were threaded including forged and turned bolts.
19,490 studs were made.
277,360 nuts were tapped and 190,385 faced.
182 cylinder heads and 5 crossheads were made and 4 rebored.
175 driving boxes were planed and fitted.
8 engine truck housings were made.
43 housings were made for passenger cars.
51 eccentric pulleys were made.
41 dome covers were machined.
14,966 chilled wheels were bored and pressed on axles.
16,778 chilled wheels were pressed off axles.
545 steel tired wheels were bored and pressed on axles.
2 engine trucks extended.
1 engine truck bolster made.
154 driving brasses slotted.
4 driving wheels centres were made.
56 grease boxes were made.
27 retaining rings were made.
39 fulcrum bushings were made and fitted.
1,144 tender tires were turned.
6 side rods were milled, planed and slotted.
95 eccentric straps were made.
5 engine truck frames were made.
2 spectable plates were made.
24 equalizing rods were made.
5 cylinders were bushed.
72 equalizing bushes were made.
13 knowels pumps were repaired.
4 cheek plates were made and fitted to hubs.
120 driving brasses were planed.
22 eccentrics were made complete.

Air compressors at the roundhouse Moncton and the Pintsch gas plant received general repairs.

Coaling crane at St. John received general repairs.

Ash handling plant for Halifax was made.

Pintsch gas engine at Moncton was repaired.

Two air compressors were rebuilt.

2 coaling cranes received general repairs.

2 coal handling plants were made, 1 for St. John and 1 for Halifax.

Motion shop—

4 links were made.
204 link-pins, blocks and bushes repaired.
25 link hangers were made and 91 repaired.
45 link blocks were made.
134 eccentric rods were made and 350 repaired and pins fitted.
130 equalizing bars were repaired.
78 reversing shafts were turned up and pins and bushes fitted.
41 reversing shaft boxes were made.
163 reversing shaft boxes were repaired.
110 reversing liners were overhauled and pins and bushes fitted.
100 reversing reach rods were repaired and pins fitted.
22 new valves were made.
186 valves faced and yokes fitted.
131 valve rod keys were made.
90 valve stems were fitted to yokes.
55 valve heads were faced.
52 valve division rings were made.
404 valve packings machined and fitted.
57 valve guide boxes were bushed.
90 throttle rods were repaired and 39 ends fitted.
86 throttle glands were bushed.
97 throttle levers were fitted with quadrants, springs and pins.
220 big end brasses were machined and fitted.
41 old big end brasses were machined and fitted.
199 small end brasses were machined and fitted.
184 main rod liners were made and fitted.
221 big end keys were made.
621 side rod bolts and 640 nuts were made.
627 side rod brasses were made and fitted.
552 knuckle joint pins and bushes were made.
190 crossheads were trued up and keys fitted.
139 crosshead pins were made.
50 piston rods machined and keys fitted.
42 rocker boxes were made and 194 lined.
194 rocker box bushes were fitted.
317 hub plates were applied.
293 driving box brasses were made and applied.
298 driving box brasses were relined and applied.
91 driving boxes were made.
460 driving boxes were bored and fitted to axles.
242 spring guards were machined and applied.
203 eccentric straps were made and 133 rebored and fitted.
62 eccentric pulleys were made and 177 bored and refitted.
5 rocker arms were made and 50 turned.

30 elvin grease spring plates were applied.
35 valve bushes were fitted to steam chests.
8 new ends were applied to valve rods.
128 eccentric keys were made.
10 passover valves were made.
80 knuckle pin nuts were made.
54 crank pin caps and nuts were made.
130 crank pin washers were faced.
144 eccentric feathers were machined.
18 eccentric rod jaws were made.
5 reach rod jaws were made.
30 valve yoke stems were trued up.
92 reversing lever springs were made.

Blacksmith shop transferred from Maintenance Department in December.

168 split switch points with caps and bolts were made.
59 spring frogs were made.
90 rigid frogs were made.
5 hand cars were made and 24 repaired.
56 double head rods were made.
76 slide plates were made.
239 rail cutters were repaired.
6 rail tongs made.
33 switch stands were made and 3 repaired.
20 head chairs were made.
14 iron knees were made.
520 lbs. screw bolts were made and applied.
74 rails cut and delivered.
83 hinges were made.
50 fastenings were made.
856 guard rail bolts were made.
75 guard rails castings were machined.
32 hooks and links were made.
80 claw bars were made.
63 spiking hammers were repaired.
57 picks were made and 142 repaired.
10 drills were made and 54 repaired.
38 ratchets were repaired.
1 pump was repaired.
14 chisels were made and 32 repaired.
4 adze were repaired and 3 made.
7 axes were repaired.
1 sledge was made.
39 wrenches were made.
8 semaphore wenches were made.
98 rail braces were machined.
37 sets of switch gear were made.
2 diamond crossings were made.
158 pairs bar fish plates were made.
19 steel stone points were made.
126 guard rails were made.
14 jacks were repaired.
1 stumping machine was made.
370 connecting rods were made.
4 iron transfer houses were made.
37 anchors for concrete work were made.

Rotary plow No. 2 received general repairs.

Ten machines, including steam shovels, ditcher, pile drive, rail sawing machine, cranes, etc., received a general repair.

The following special work was also done:—

Tube cleaner in the boiler shop was repaired with new wheels which were made in the shop here.

Hydrauligraphs were installed on the wheel presses.

Hot water tank was built for machine shop and set up.

Rotary scrubber in the gas plant was equipped with two new shafts and received a general repair.

All the machinery in this plant was thoroughly overhauled and put in shape.

Concrete base installed in the blacksmith shop for steam hammer, and hammer installed.

A crane was installed complete in the brass shop with foundation.

All the tubes in the boilers at the power house were examined, the boilers were also examined and the tubes were renewed.

A lot of work was done on the elevator at the general offices.

Two new pistons were applied to the gas engines in the power house.

A pipe line was installed in the freight car shop.

Changes were made in the valve gear and alterations were made in the gas engines in connection with the using of the natural gas.

A track bolt furnace was installed in the blacksmith shop with foundation complete.

Some changes were made to the boilers in boiler room to fit them for the use of natural gas, also the furnaces in the blacksmith shop and in the track blacksmith shop.

All the sewers in the blacksmith shop were lifted and pipes renewed.

The heating system in the basement of the stores building was overhauled.

All the travelling overhead cranes in the shop were given a general repair and all parts renewed where necessary.

The following special work was also done:—

MONCTON.

1,402 freight cars had the F-36 triple valve removed and were equipped with the new style, K 1 triple.

Of the 384 fire extinguishers bought last year, 100 were put in place in passenger cars while the cars were in the shops for repairs.

Of the 135 emergency tool boxes made last year, 52 were placed in passenger cars, while the cars were in the shops for repairs, in addition to the 58 placed in cars last year.

A 11-in. Westinghouse air brake pump, an air receiver and 1,500 feet of piping with 33-in. hose connections were installed in the car cleaning yard at Moncton for blowing dirt out of cars and testing air brakes on cars.

Safety appliances, as called for by the Railway Commission, were fitted to 150 passenger cars, and 654 to freight cars.

A turbine vacuum plant driven by a 10 h.p. electric motor, and 1,500 feet of piping with 33-in. hose connections, were installed in Moncton car cleaning yard for cleaning car cushions and carpets without removal from cars.

CAMPBELLTON.

A cross-compound steam two stage air compressor was purchased and installed at Campbellton engine house.

ST. JOHN.

A turbine vacuum plant driven by a 10 h.p. electric motor, and 1,000 feet of piping with 25 in. hose connections, were installed in car cleaning yard for cleaning car cushions and carpets without removal from cars.

POINT TUPPER.

A 150 h.p. horizontal return tubular boiler, a second hand duplex air compressor, after receiving a general repair in Moncton shops, and air reservoir, a closed feed water heater, a feed pump and receiver, a water pump, and about 11,000 feet of various sizes of pipe up to 5-in. including steam, air, water and heating pipes, were installed in the new roundhouse at Point Tupper.

SS. 'SCOTIA.'

A 28-in. x 52-in. extension gap lathe, and a 24-in. vertical drilling machine, were purchased and installed on SS. *Scotia*.

Turntable tractors were purchased and installed on the turntables at Sydney, Point Tupper, Mulgrave, Stellarton, Truro, Halifax, St. John and Ste. Flavie.

ELECTRICAL DEPARTMENT.

Installed 46 signal bells at highway crossings on Intercolonial railway in Quebec, New Brunswick and Nova Scotia.

Wired new station at Ste. Flavie for electric lighting, also installed semaphore wires.

Installation of electric light system in new station at Truro partially completed. When old building was being moved had to change wires in order to keep building lighted.

Wired (in conduit and moulding) old portion of general offices at Moncton for electric lighting, also rewired for call bells. Wired for lights in addition to general offices building and installed call bells.

Installed electric light fixtures in new station at Mulgrave.

Installed lighting, semaphore and telephone wires at Point Tupper (replacing wires destroyed by fire).

Wired new station at Chatham for electric lights.

Change poles, wires, &c., at Richmond due to change in tracks.

Installed two crossing signal bells at highway crossing at Charlottetown.

New telegraph lines from Harmony to Elmira.

New freight shed at Truro wired for electric lights.

Installed electric lights at scale box at Campbellton.

Wired vacuum plant at St. John for motor drive and electric light.

Wired vacuum plant at Moncton for motor drive and electric light.

Wired new engine house at Point Tupper for electric light.

Operated Pintsch gas plant for lighting cars.

Operated steam plant for heating cars on storage siding.

Railway telephones, electric semaphores, batteries, &c., at stations on the Intercolonial railway kept in working condition.

Operated electric light plants at St. John, Halifax, Stellarton and Campbellton, for supplying current for power and for lighting of railway premises.

Operated electric plant Rivière du Loup for power.

Electric light and bell equipment on cars, maintained in good working order.

Alarm bells at highway crossings, maintained in good order.

Electric light equipment in stations, freight sheds, offices, shops, engine houses, &c., kept in repair and necessary lamps installed to keep up the service.

Wired new six stall engine house at Stellarton for electric lights.

Wired old station at Stewiacke for electric lights.
Wired coaling plants at St. John for electric lights.
94 headlight armatures rewired and commutators turned down.
65 headlight lamps, all old parts, renewed, dipped, painted and tested.
24 engine cabs, repiped, rewired, hand rail wired and connected up.
14 D.C. armatures rewired with new coils and commutators turned down.
26 A.C. armatures rewired with new coils and repaired.
8 magnet brake coils for cranes, rewound and repaired.
26 solonoid coils for headlight lamps rewound.
24 top and bottom field coils rewound and covers renewed.
1,200 extension cords and guards repaired for all departments.
400 new extension cords and guards were made.
8 new Benjamin clusters wired and placed outside car repair shop.
8 posts put in for same and line of wire and cross-arms put up, also twelve cross-arms put up inside car repair shop and wire and switches put up for same.
1 Benjamin cluster rewired and installed with pole line and switch, between car repair shop and blacksmith shop.
2 lights installed in lumber yard office, which was wired and piped for above lights and fitted with drop cords and lamps. An outside line was run from the planing mill for this service.
4 lights installed for old engines north of the paint shop, which are used for heating.
3 lights installed in closet of paint shop after fire, which was wired and piped for same.
12 desk lights installed in draughting office, piped and wired for same.
16 desk lamps buffed, wired and parts renewed, for the mechanical offices.
4 lights placed in a cluster were installed in timekeeper's office, which was rewired.
Piped and changed wiring in gas house for twelve lights.
32 lights, piped and put wire and condulets for extension cord under bench in the erecting shop.
Rewired and moved motor in cabinet shop to brass room for drill.
Wired for motor and starter, also piped, on miller, in machine shop.
Wired and piped for motor and starter in machine shop, on axle key cutting machine.
Wired and piped for motor and starter in blacksmith shop on track bolt machine.
Wired and piped, also installed new motor on large shears in blacksmith shop.
Ran D.C. line with cross arms in boiler shop for electric drills. Piped walls and put connecting boxes on same.
Piped wall and wired for extension lamps and connecting boxes in boiler and tender shops.
Piped and wired for valve setting motor for each pit.
Put switches and guard boxes on each line in erecting shop and ran line for same.
Wired motor and put two through switches and extension leads on same for valve setting machine, machine shop.
Piped for motor and starter, and wired for asbestos grinding machine, erecting shop.
Piped and wired for motor and starter in car repair shop after office fire, placed new starter and frame for same.
Repaired and placed two copper-hewitt lamps in brass moulding shop.
Wired and placed 19 lights on lathes in machine shop, with extension and drop cords.
Repaired and replugged all pipe in mechanical offices and switches.
Repaired and renewed all lamps in mechanical offices.
Repaired and replugged all pipe in general store and basement.

Repaired all drop cords and renewed all lamps, also repiped office in car repair shop, also two arc lamps installed.

Repaired all drop cords and renewed all lamps in paint and upholstering shops.

Repaired all drop cords and renewed all lamps in cabinet shop.

Repaired and renewed all leads and parts of copper-hewitt lamps in erecting, blacksmith, machine, brass and bolt shops (95 lamps).

Renewed thirty-six tilters for copper-hewitt lamps.

Renewed fifty-four tubes for copper-hewitt lamps.

1,000 lamps, Tungsten and carbon, renewed in all the shops.

250 locking guards renewed in shops.

150 Tungsten lamps renewed in mechanical offices.

2 Lights installed, wired and line run for gas meter house fitted same with drop and extension cords.

General repairs made to all motors with bushings and brushes for cranes in shops (six cranes).

General repairs to controllers, new finger points and new castings for different cranes in shops.

Renewed trolley shoes several times on cranes in shops.

Replaced eight trolley wires on different cranes.

Renewed eight brake wires several times on the four cranes in erecting shops.

Six steel cables renewed on different cranes.

Repaired and spliced twelve cables on different cranes.

Inspected steel cables once a week, on every crane in shops.

Repiped, wired, new casting and new resistance on electric hoist in machine shop.

Rewired and repaired several times the electric hoist in boiler shop.

On outside lighting, straightened poles, put new guy wires and painted goose-necks and hoods.

Piped and wired for one light between erecting and boiler shops.

Placed line of 3-inch pipe and of duck and cable between car repair shop and planing mill. Also 2-inch pipe line and wire for same.

Ran 3-inch pipe line and cable temporarily, between car repair shop and planing mill for power.

Renewed and repaired bells, batteries and wires in mechanical offices.

Renewed battery for signal gong between erecting shop and power house.

Renewed batteries between gas house and power house.

General repairs made on the transfer table, new brushes, controller, points, trolley wheels renewed and painted.

The blue print machine in the draughting office was cleaned and given general repairs.

Renewed brushes and bushings on several D. C. motors and had commutators turned down.

Renewed fingers, casting, and points on several D.C. starters.

Repaired several resistance boxes.

Renewed bushings and housings, switches and fingers on A. C. motor starters in machine shop.

Repaired all motors and starters in car repair shop, with new bushings and fingers, also rewired in several cases.

Repairs made to ignition set on armatures in power house.

Lights renewed and wires repaired in boiler room.

WATER SERVICE.

This service has been maintained in efficient condition during the year over the whole line.

RIVIERE DU LOUP SHOPS.

The following regular work was done during the year:—

23 Locomotives received general, 1 heavy, 18 light, and 55 specific repairs.
613 new tubes were applied and 6,454 pieced.
22 fire boxes were patched.
87 boilers were tested.
89 driving tires were turned off.
63 engine truck tires were turned off.
131 tender truck tires were turned off.
21 pilots were made.
20,318 bolts were forged.
33,743 bolts were screwed.
3,471 studs were screwed.
57 engines and tenders were painted.
44,503 lbs. brass casting were finished.
2,701 sets metallic piston rod and 3,331 sets valve stem packing were made.
37,543 lbs. iron forgings were made.
439 driving springs were repaired.
125 engine truck springs were repaired.
75 tender truck springs were repaired.
8 driving springs were made.
18 tender truck springs were made.

A large number of cars received light repairs during the year, and a number of jobs were done for other departments of the railway.

HALIFAX SHOPS.

The following regular work was done during the year:—

5 locomotives received medium repairs.
163 locomotives received specific repairs.
23 boilers were tested.
5 sets driving tires were turned off.
5 sets engine truck tires were turned off.
1,350 bolts were forged.
12,235 bolts were screwed.
1,115 studs were screwed.
5 engines and tenders were painted.
203 sets metallic piston rod packing were made.
189 sets valve stem packing were made.

A large number of freight cars received light repairs and a number of jobs were done for outside departments of the railway.

"A"—INTERCOLONIAL

STATEMENT showing the number of Locomotives and the different classes

	Locomotives.	Sleeping cars.	Parlour cars.	Dining cars.	Colonist cars.	First class passenger cars.	Second class passenger cars.	Postal cars.	Baggage cars.	Box baggage cars.	Air brake instruction cars.	Steam motor cars.	Box cars.
On hand serviceable and repairing March 31, 1912	392	41	9	12	53	139	89	34	69	6	1	2	7003
To be replaced on March 31, 1912	....	....	....	....	....	1	10	..	..	..	..	..	92
Total equipment, March 31, 1912	392	41	9	12	53	140	99	34	69	6	1	2	7095
Purchased during the year on capital account	....	2	...	1	..	2	..	..	..	..	..	..	173
Purchased during the year on renewals account	14	2	....	1	....	5	..	2	..	..	..	..	480
Built in the shops at Moncton on renewals account	....	....	..	....	1	.....	..	.	..	..	..	..	.....
Converted in the shops at Moncton from steam motor to 1st class and baggage	....	....	....	....	....	1	..	..	..	..		1	....
Purchased during the year on renewals account to replace 16-15 ton hoppers, 7-6 ton hoppers, 66-20 ton coal and 12-15 ton gondolas condemned. The 80-50 ton Hart-Otis cars having a capacity exceeding the 101 small cars by 1,418 tons	....	....	....	....	....	.....	..	..	..	..	..	..	.....
Deduct 25 hoppers, 16-15 ton and 7-6 ton, 66-20 ton coal and 12-15 ton gondolas replaced by the 80 Hart-Otis cars	...	....	....	....	....	.....	..	..	..	..	..	..	.....
Purchased during the year on renewals account to replace 25 old small type locomotives condemned.	9	....	..	....	....	.....	..	..	..	..	..	..	.....
Deduct 25 old small type locomotives replaced by 9, 4 switching and 5 consolidation. The 9 having a tractive power of 343,680 lbs. against 310,818 of the 25	25	....	....	....	....	.....	..	..	..	..	..	..	.. ..
Transferred from Maintenance of Way Department	....	....	...	....	....	.....	..	..	..	..	..	..	.....
Total equipment, March 31, 1913	390	45	9	14	54	148	99	36	69	6	1	1	7748
To be replaced at March 31, 1912, as above	..	....	....	....	....	1	10	..	..	..	..	..	92
Condemned and destroyed during the year	25	....	..	....	1	.....	1	..	1	..	..	..	90
Total condemned and destroyed March 31, 1913	25	...	..	....	1	1	11	..	1	..	..	..	182
Deduct 25 locomotives and 101 small cars as shown above	25	....	....	...	....	..	..	..	..	..	..	..	.....
Purchased on renewals account to replace	...	...	....	....	....	.....	..	..	..	..	..	..	182
Rebuilt in Moncton shops on renewals account to replace	..	..	....	....	1	.....	..	..	..	..	..	..	....
To be replaced March 31, 1913	....	....	....	....	....	1	11	..	1	..	..	..	.....
Add serviceable and repairing	390	45	9	14	54	147	88	36	68	6	1	1	7748
Total equipment March 31, 1913	390	45	9	14	54	148	99	36	69	6	1	1	7748

SESSIONAL PAPER No. 20

RAILWAY OF CANADA.

of other Rolling Stock on the line on March 31, 1912, and March 31, 1913.

Refrigerator cars.	Platform cars.	Pulpwood cars.	Oil tank cars.	Hopper cars.	Gondola cars.	Coal cars (20 tons).	Hart-Otis steel dump cars.	Stock cars.	Hart convertible dump cars.	Auxiliary cars.	Vans.	Stores supply cars.	Pintsch gas cars.	Total cars.	Common snow ploughs.	Wing ploughs.	Rotary steam ploughs.	Double track ploughs.	Double end ploughs.	Flangers.	Total ploughs and flangers.	Steam cranes.	Ballast plough cars.	Well boring cars.	Ditchers.	Steam derricks.	Steam shovels.	Portable rail sawing and boring machines.	Pile drivers.
144	2949	50	54	654	5	415	176	146	199	23	111	1	1	12386	50	22	2	2	1	40	117	15	2	1	..	..	..	....	..
....	108	2	1	9	12	27	....	2	1	..	8	..	..	273	1	..	..	....	....	1	2	....	....	....	....	....	....	....	..
144	3057	52	55	663	17	442	176	148	200	23	119	1	1	12659	51	22	2	2	1	41	119	15	2	1	..	..	..	....	..
....	50	..	..	..	..	....	20	10	..	..	....	..	..	258	..	..	..	..	..	..	....	..	..	..	..	..	..	....	..
35	....	..	..	....	..	....	....	5	....	..	....	..	..	530	..	..	..	..	..	..	....	..	..	..	..	..	..	....	..
....	....	..	..	....	..	....	....	....	....	..	....	..	..	1	..	..	..	..	..	..	....	..	..	..	..	..	..	....	..
....	....	..	..	....	..	....	....	..	....	..	....	..	..	....	..	..	..	..	..	..	....	..	..	..	..	..	..	....	..
....	....	..	..	....	..	....	80	....	....	..	....	..	..	80	..	..	..	..	..	..	....	..	..	..	..	..	..	....	..
....	....	..	..	23	12	66	....	....	....	..	....	..	..	101	..	..	..	..	..	..	....	..	..	..	..	..	..	....	..
....	....	..	..	....	..	....	....	....	....	..	....	..	..	....	..	..	..	..	..	..	....	..	..	..	..	..	..	....	..
....	....	..	..	....	..	....	....	....	....	..	....	..	..	....	..	..	..	..	..	..	....	3	..	..	1	1	3	1	1
179	3197	52	55	640	5	376	276	163	200	23	119	1	1	13427	51	22	2	2	1	41	119	18	2	1	1	1	3	1	1
..	108	2	1	9	12	27	....	2	1	..	8	..	..	273	1	..	..	..	..	1	2	..	..	..	..	..	..	....	..
....	99	1	..	14	..	39	....	3	....	..	1	..	..	250	1	..	..	..	..	..	1	..	..	..	..	..	..	...	.
....	207	3	1	23	12	66	....	5	1	..	9	..	..	523	2	..	..	..	..	1	3	..	..	..	..	..	..	....	..
....	....	..	..	23	12	66	....	....	..	..	....	..	..	101	..	..	..	..	..	..	....	..	..	..	..	..	..	....	..
....	100	..	1	....	..	...	....	5	....	..	....	..	..	288	1	..	..	..	..	..	1	..	..	..	..	..	..	....	..
....	3	..	..	....	..	....	....	....	....	..	....	..	..	4	..	..	..	..	..	..	....	..	..	..	..	..	..	....	..
....	104	3	..	....	..	....	....	....	1	..	9	..	..	130	1	..	..	..	..	1	2	..	..	..	..	..	..	....	..
179	3003	49	55	640	5	376	276	163	199	23	110	1	1	13297	50	22	2	2	1	40	117	18	2	1	1	1	3	1	1
179	3107	52	55	640	5	376	276	163	200	23	119	1	1	13427	51	22	2	2	1	41	119	18	2	1	1	1	3	1	1

"B"

INTERCOLONIAL RAILWAY OF CANADA.

STATEMENT of Mileage and Coal, Oil, Grease and Waste consumed by Locomotives for the year ended March 31, 1913.

Months	Consumption.						Average Consumption per 100 miles.				
	Locomotive Mileage.	Tons of Coal	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Wool waste.	Pounds of Grease.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Wool waste.	Pounds of Grease.
1912.											
April	845,257	50,144	12,222	25,357	918	3,468	13,288	1·44	3·00	·11	·41
May	830,762	46,701	12,246	25,456	967	3,470	12,592	1·47	3·06	·12	·41
June	819,211	45,122	12,041	24,785	839	3,161	12,338	1·47	3·03	·10	·39
July	846,592	45,362	12,266	24,701	853	3,643	12,000	1·45	2·92	·10	·43
August	848,900	47,744	12,412	24,632	750	2,852	12,598	1·46	2·90	·09	·34
September	813,467	46,078	11,711	22,723	712	3,807	12,688	1·44	2·79	·09	·47
October	848,194	49,351	12,177	23,314	629	3,917	13,033	1·44	2·75	·07	·46
November	855,140	52,460	13,630	24,828	554	4,501	13,730	1·59	2·90	·06	·53
December	910,094	60,047	13,510	26,652	783	4,298	14,779	1·48	2·93	·09	·47
1913.											
January	932,889	62,743	14,015	26,873	674	3,611	15,065	1·50	2·88	·07	·39
February	811,938	58,058	12,665	24,355	827	4,084	16,017	1·56	3·00	·10	·50
March	916,925	65,567	14,864	28,646	775	4,751	16,018	1·60	3·12	·08	·52
Total	10,279,369	629,377	153,759	301,322	9,271	45,563	13,715	1·50	2·92	·09	·44

WINDSOR BRANCH RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,
MONCTON, N.B., 19th May, 1913.

To Canadian Government Railways Managing Board,
Moncton, N.B.

GENTLEMEN,—I beg leave to submit the following annual report for the Maintenance of the Windsor Branch Railway for the period from April 1st, to October 31st, 1912.

TRACK.

During this period 91,9669 feet of 56-lb. and 58-lb. rails were taken out of track and the same quantity of 67-lb. relayed.

TIES.

During this period 17,060 ordinary ties and 7 sets of switch ties were renewed.

BALLAST.

During this period 980 cu. yds. of ballasting was done.

SWITCHES AND SEMAPHORES.

14 new switches were installed during this period.
Necessary repairs were made to all switches and semaphores along the line.

FENCES.

During this period 700 rods of woven wire fence was erected along the line.
Necessary repairs were made to all existing fences along the line.

WHARFS AND TRESTLES.

Necessary repairs were made to all wharfs and trestles on line.

BRIDGES AND CULVERTS.

During this period the following bridges and culverts were repaired on the branch.

Location.	*Bridge or Culvert.*
Wilkins Siding,	Bridge,
Daly's,	Bridge,
Sharpe,	Bridge,
Stillwater,	Bridge,
Newport,	Reservoir bridge,
Stillwater,	Culvert,
Glassey's,	Culvert,
Ste. Croix,	Bridge,
Pences Lake,	Culvert.

BUILDINGS AND PLATFORMS.

During this period the following buildings and platforms were repaired on line:—

Location.	*Building or Platform.*
Beaver Bank,	Platform,
Dartmouth,	Engine house,
Ellerhouse,	Platform,
Hartville,	Station,
"	Platform,
Mt. Uniacke,	Station,
" "	Coal house,
Newport,	Freight shed,
"	Platform,
Stillwater,	Platform,
Windsor Jct.,	Platform,
Windsor,	Engine house,
"	Tool house,
"	Hay shed,
"	Platform.

During this period Waverly station and freight shed exteriors were painted and the floors of Mt. Uniacke station painted.

Necessary repairs were made to hand-cars, trollies; and the track on the Windsor branch, with bridges and structures, have been kept in good repair during the year.

Yours truly,

T. C. BURPEE,
Engineer of Maintenance.

INTERCOLONIAL RAILWAY AND WINDSOR BRANCH.

STATEMENTS OF COMPTROLLER AND TREASURER

No. 1.—INTERCOLONIAL RAILWAY.

Capital Account.—Year ended March 31, 1913.

1912.	Dr.	$ cts.	$ cts.	1912.	Cr.	$ cts.
March 31.	To cost of Intercolonial Railway to date		94,745,819 64	March 31	By Dominion of Canada	94,745,819 64
	Strengthening bridges	50,299 94				
	Increase accommodation at Halifax	123,245 43				
	Locomotive and car shops with equipment and new freight yard and cut off line at Moncton	18,764 99				
	Sydney Mines diversion	128,197 32				
	Diversion of line at Chatham and branch to wharf	114,927 21				
	Increase accommodation at Campbellton	126,290 77				
	Additions to and furnishings for office buildings at Moncton	36,424 89				
	Increase accommodation at Truro	146,721 48				
	General protection of highways	8,588 58				
	Increase accommodation at Stellarton	9,000 00				
	Increase accommodation and facilities along the line	68,700 03				
	Increase accommodation at Fredericton	15,582 40				
	Improvements at Mulgrave	7,724 74				
	Rolling stock	400,000 00				
	Spur line to Wallace Harbour	967 82				
	Improvements at Point Tupper	93,000 00				
	Improvements at Sussex	95 65				
	Improvements at Hampton	4,028 03				
	Increase accommodation at Ste. Flavie	26,386 81				
	Improve triple valves of air brakes	7,149 93				
	New machinery of steamer *Scotia*	1,104 00				
	Surveys and inspection	32,997 23				
	Increase accommodation at St. John	34,774 71				
	Safety appliances for equipment	7,984 27				
	Docks and Wharfs at Halifax	351,385 06				
	Pay the Halifax and Eastern Railway Company for plans, surveys, field notes, etc., taken by the Government	85,000 00				
	Increase accommodation at Rivière du Loup	5,713 16				
	Additional facilities at Princess Pier	122 20				
	Towards the construction of a railway from a point on the Intercolonial Railway at or near Dartmouth in the County of Halifax via Musquodoboit Harbour and the Valley of the Musquodoboit to Dean's Settlement in the said County	539,791 24				
	Original construction	206 10				

Improvements at Loggieville (Exchequer Court Award)	2,535 38				
Pay claim of E. A. Wallberg for work done on the Intercolonial Railway under Government contracts, $45,219.50, with interest at 5 per cent. from February 1, 1913, to March 31, 1913, $359.28	45,578 78				
Pay the Estate of the late Hon. W. F. Pipes, $305.20, with interest at 5 per cent. from October 6, 1905, to March 31, 1913, $114.18, being for land taken for right-of-way to wharf at Fort Lawrence	419 38	2,493,707 53			
Less to Previous Years Expenditure—Proceeds of sale of dwelling house and shed, Moncton, and transfer of bridge, Moncton, to improvements at Mulgrave	1,720 00		1913.		
Amount received for concessions (Ballast wharf property, St. John) granted per terms of Order-in-Council of October 22, 1912	100,000 00	101,720 00	March 31.	By Dominion of Canada	2,391,987 53
		97,137,807 17			97,137,807 17

E. & O. E.

S. L. SHANNON,

Moncton, N.B.

Comptroller and Treasurer.

No. 2.—INTERCOLONIAL RAILWAY.

Revenue Account. Year ended March 31st, 1913.

Working expenses.	$ cts.	$ cts.	$ cts.	Earnings.	$ cts.
Maintenance of Way and Structures		2,058,458 08		Passenger earnings	3,438,447 32
Maintenance of Equipment	2,263,809 06			Freight earnings	8,028,760 13
Add surplus for year transferred to Renewal of Equipment and debited to this account	777,863 74	3,041,672 80		Mail and Express earnings	470,866 13
				Miscellaneous Earnings	46,409 11
Traffic expenses		230,481 05			
Transportation expenses		6,378,894 67			
General expenses		270,476 09	11,979,982 69		
Balance	782,363 74				
Less surplus transferred to Renewal of Equipment Account	777,863 74		4,500 00		
			11,984,482 69		11,984,482 69

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 3.—INTERCOLONIAL RAILWAY.

Maintenance of Way and Structures. Year ended March 31, 1913.

		cts.
No. 1.	Superintendence	72,740 88
" 2.	Ballast	66,198 85
" 3.	Ties	243,239 11
" 4.	Rails	180,056 97
" 5.	Other Track Material	111,919 32
" 6.	Roadway and Track	738,407 32
" 7.	Removal of Snow, Sand and Ice	95,873 97
" 9.	Bridges, Trestles and Culverts	79,798 20
" 10.	Over and Under Grade Crossings	1,767 68
" 11.	Grade Crossings, Fences, Cattle Guards and Signs	59,427 24
" 12.	Snow and Sand Fences, and Snow Sheds	7,612 14
" 13.	Signals and Interlocking Plants	7,663 03
" 14.	Telegraph and Telephone Lines	1,159 31
" 16.	Buildings, Fixtures and Grounds	327,751 20
" 17.	Docks and Wharfs	14,108 55
" 18.	Roadway Tools and Supplies	22,155 22
" 22.	Injuries to persons	585 96
" 23.	Stationery and Printing	6,130 58
" 25.	Other Expenses	841 33
" 26.	Maintaining Joint Tracks, Yards and other Facilities—Dr	29,227 36
	Cr.	2,066,664 22
" 27.	Maintaining Joint Tracks, Yards and other Facilities—Cr	8,206 14
		2,058,458 08

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 4.—INTERCOLONIAL RAILWAY.

Maintenance of Equipment. Year ended March 31, 1913.

		$ cts.
No. 28.	Superintendence	60,892 92
" 29.	Steam Locomotives—Repairs	788,952 68
" 30.	" " —Renewals	479,050 54
" 35.	Passenger Train Cars—Repairs	296,939 26
" 36.	" " " —Renewals	239,525 21
" 38.	Freight Train Cars—Repairs	655,273 20
" 39.	" " " —Renewals	359,287 99
" 44.	Floating Equipment—Repairs	18,079 01
" 45.	" " —Renewals	5 00
" 47.	Shop Machinery and Tools	49,404 76
" 49.	Injuries to Persons	1,187 09
" 50	Stationery and Printing	10,826 43
" 51.	Maintaining Joint Equipment at Terminals. Dr	6,478 14
" 52.	Other Expenses	38,542 86
" 53.	Work Equipment—Repairs	35,957 71
" 54.	" " —Renewals	1,270 00
		3,041,672 80

E. & O. E.,
MONCTON, N.B.

S. L SHANNON,
Comptroller and Treasurer.

No. 5.—INTERCOLONIAL RAILWAY.

Traffic Expenses. Year ended March 31, 1913.

		$ cts.
No. 57.	Superintendence	$ 66,430 69
" 58.	Outside Agencies	85,494 16
" 59.	Advertising	39,780 66
" 60.	Stationery and Printing	35,036 43
" 61.	Traffic Associations	2,843 86
" 65.	Other Expenses	895 25
		$ 230,481 05

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 6.—INTERCOLONIAL RAILWAY.

Transportation Expenses. Year ended 31st March, 1913.

		$ cts.
No. 66.	Superintendence	88,448 15
" 67.	Despatching trains	172,837 82
" 68.	Station employees	775,314 27
" 69.	Weighing and car service associations	1,708 19
" 72.	Station supplies and expenses	107,708 70
" 73.	Yardmasters and their clerks	44,960 55
" 74.	Yard conductors and brakemen	191,297 43
" 75.	Yard switch and signal tenders	15,166 12
" 76.	Yard supplies and expenses	21,438 00
" 77.	Yard enginemen	145,710 24
" 78.	Enginehouse expenses—yard	39,313 93
" 79.	Fuel for yard locomotives	225,947 51
" 80.	Water for yard locomotives	13,080 60
" 81.	Lubricants for yard locomotives	3,360 47
" 82.	Other supplies for yard locomotives	2,345 45
" 83.	Operating joint yards and terminals. Dr.	123,193 93
" 86.	Road enginemen	641,478 84
" 87.	Enginehouse expenses—road	281,490 62
" 88.	Fuel for road locomotives	1,994,892 16
" 89.	Water for road locomotives	67,126 04
" 90.	Lubricants for road locomotives	29,898 90
" 91.	Other supplies for road locomotives	17,771 75
" 94.	Road trainmen	875,657 13
" 95.	Train supplies and expenses	215,078 56
" 96.	Interlocking, block and other signals—operation	9,709 31
" 97.	Crossing flagmen and gatemen	15,708 15
" 98.	Drawbridge operation	3,432 13
" 99.	Clearing wrecks	28,454 27
" 100.	Telegraph and telephone—operation	13,476 37
" 101.	Operating floating equipment	50,737 12
" 103.	Stationery and printing	63,687 74
" 105.	Other expenses	40,807 31
" 106.	Loss and damage—freight	56,927 84
" 107.	Loss and damage—baggage	606 66
" 108.	Damage to property	13,637 10
" 109.	Damage to stock on right of way	5,518 63
" 110.	Injuries to persons	27,882 84
" 111.	Operating joint tracks—Dr.	12,437 06
	Cr.	$ 6,438,297 89
" 84.	Operating joint yards and terminals—Cr.	59,403 22
		$ 6,378,894 67

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 7.—INTERCOLONIAL RAILWAY.

General Expenses. Year ended March 31, 1913.

		$ cts.
No. 113.	Salaries and Expenses of General Officers	27,401 38
" 114.	Salaries and Expenses of Clerks and Attendants	106,711 50
" 115.	General Office Supplies and Expenses	5,484 52
" 116.	Law Expenses	17,098 00
" 118.	Relief Department Expenses	9,400 00
" 119.	Pensions	80,506 83
" 120.	Stationery and Printing	18,615 61
" 121.	Other Expenses	5,258 25
		270,476 09

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 8.—INTERCOLONIAL RAILWAY OF CANADA.

GENERAL Stores Account. Year ended March 31, 1913.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To balance, March 31, 1912		1,379,710 59	By issues during year ended March 31, 1913	4,349,486 76	
Purchases during year ended March 31, 1913	4,164,646 10		Sales, material, fuel, &c	55,641 95	
Charges from other Departments	570,473 79		Sales, old material	313,189 93	
Labour	46,317 73				4,718,318 64
Staff	22,328 21				
		4,803,765 83	Balance—		
			Ordinary stores, including fuel	732,255 00	
			Roadway and bridge material	732,902 78	
					1,465,157 78
		6,183,476 42			6,183,476 42

S. L. SHANNON,
Comptroller and Treasurer.

C. F. BURNS,
Auditor of Disbursements.

No. 9.—INTERCOLONIAL RAILWAY.

General Balance.—Year ended March 31, 1913.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To Cash	43 05		By Dominion of Canada	2,573,116 20	
General Stores	1,465,157 78		Intercolonial & Prince Edward Island Railways —Employees Provident Fund	346,028 57	
Station Agents	224,176 61		Freight in Transit Account	10,196 94	
Receiver General—Provident Fund—Account	973,542 93		Rail Renewal Account	228,926 52	
Auditors Suspense Account	80,700 32		Fire Renewal Account (Buildings, Fixtures and Grounds)	102,763 17	
Cash in Transit Account	8,388 37		Equipment Renewal Account	1,339 77	
Commissary Account	22,836 48				3,262,371 57
Expenditures for Road and Equipment—Suspense Account—Campbellton	4,800 00		Individuals and Companies Ledger :—		
Unclaimed Freight	677 27		Amherst Malleable Iron Co	40 42	
Expenditures for Road and Equipment—Suspense Account—Surveys and Inspection	2,080 28		Atlantic Lumber Co	104 17	
Expenditures for Road and Equipment—Suspense Account—Point Tupper	11,948 06		Beersville Ry. & Coal Co	216 20	
Expenditures, Road and Equipment—Suspense Account—Pugwash to Pugwash Harbour	206 40		A. Belanger	251 40	
		2,794,557 55	J. H. Brownell	149 72	
Individuals and Companies Ledger :—			Canadian Express Co	5,351 13	
Acadia Coal Company	28 64		Chatham Ry	07	
Alabama & Vicksburg Ry	5 13		Chappell Brothers	25 00	
Atlantic Coast Line	254 37		Canadian Oil Co's	30 14	
Armour Car Lines	85 57		J. & A. Culligan	10 20	
H. & A. Allan	472 20		Colonial Granite Co	81 00	
Atlantic and Lake Superior Ry	1,333 67		Cornwall and York Cotton Mills Co	154 78	
Atlanta, Birmingham and Atlantic Ry	36 92		Credit Foncier, Canadian	113 25	
American Refrigerator Transportation Co	2 64		Canada Cement Co	2,246 37	
Atchison, Topeka and Santa Fe Ry	182 57		John J. Campbell	331 45	
Ann Arbor Ry	22 39		Coldbrook Realty and Development Co	1,238 62	
Alabama Great Southern Ry	77 47		Colonial Coal Co	1,772 67	
Armstrong Refrigerator Line	9 07		Dubs & Co	98 63	
P. S. Archibald	3 46		G. Dumont	27 00	
Steamship 'Amelia'	0 70		W. H. Duffy	288 85	
Austin Lumber Co	272 46		Elmsdale Co	1,190 18	
J. Abrams & Sons	129 20		T. E. Fernald & Co	223 50	
Boston and Maine Ry	1,323 06		Finch, Pruyn & Co	11,541 30	
Baltimore and Ohio Ry	569 24		Grand Lake Lumber Co	383 00	
Boston and Albany Ry	14 80		General storekeeper	209 72	
Bangor and Aroostock Ry	45 49		H. J. Garson & Co	4,953 16	
Buffalo, Rochester and Pittsburg Ry	112 17		L. Goodspeed & Son	216 44	
Buffalo and Susquehanna Ry	28 02		Abner Gordon	161 79	
Bessemer and Lake Erie Ry	4 79		General average account	987 34	
Bathurst Lumber Co	91 60		Halifax station Labour	416 68	
Brown Machine Co	333 64		Charles and Davidson Hill	359 81	
Caraquet Ry	14,277 57		T. A. Hurley	168 09	
			Havelock Mineral Springs Company	303 72	
			Imperial Oil Co	152 88	

Central Vermont Ry	764 26	
Coal and Coke Ry	29 69	
Cumberland Ry. and Coal Co	120 63	
Canada Iron Corporation	3 60	
Canadian Northern Ry. System	3,367 20	
Cincinnati, Hamilton and Dayton Ry	83 41	
Cleveland, Cincinnati, Chicago and St. Louis Ry	464 89	
Canada Atlantic and Plant Steamship Line	0 36	
Chicago, Milwaukee and St. Paul Ry	222 26	
Chicago, St. Paul, Minneapolis & Omaha Ry	52 33	
Cincinnati Northern Ry	3 17	
Chicago and North Western Ry	199 57	
Canadian Pacific Ry. Tel. Co	720 13	
G. S. Campbell & Co	11 56	
Canadian Ry. News Co	28 50	
Chicago & Alton Ry	85 59	
Cincinnati, New Orleans & Texas Pacific Ry	166 08	
Chicago, Burlington & Quincy Ry	201 68	
Chicago Refrigerator Despatch Line	8 02	
Central Ry. of New Jersey	177 17	
Chesapeake & Ohio Ry	174 01	
Choctaw, Oklahoma & Gulf Ry	11 55	
Colorado Southern Ry	9 69	
Cudahy Refrigerator Line	1 43	
Chicago & Eastern Illinois Ry	79 62	
Canadian Locomotive Co	132 53	
City of Moncton	112 50	
Central of Ontario Ry	9 09	
Chicago, New York & Boston Refrigerator Ry	0 21	
Chicago, Indianapolis & Louisville Ry	231 49	
Chicago, Cincinnati & Louisville Ry	1 26	
Chicago, Indiana & Southern Ry	47 23	
Colchester Coal & Ry. Co	369 35	
Cumberland Valley Ry	0 46	
Chicago Rock Island & Pacific Ry	611 67	
Chicago Great Western Ry	154 82	
J. H. Corbett	163 67	
Chicago, Peoria & St. Louis Ry	13 84	
Cold Blast Transportation Company	9 07	
Colorado Southern, New Orleans & Pacific Ry	9 07	
Copper Range Ry	45 13	
Central of Georgia Ry	31 80	
Frank A. Cutting Co	3 30	
Charleston & Western Carolina Ry	4 04	
Canada & Gulf Terminal Ry	5,043 78	
Cudahy & Milwaukee Refrigerator Line	6 06	
Cornwall & Lebanon Ry	0 35	
Canada Car & Foundry Co	10,700 07	
Carried forward	44,404 03	2,794,557 55

Imperial Oil Co. (siding account, New Glasgow)	340 43	
Imperial Oil Co. (siding account, Campbellton)	368 39	
J. A. Kirkpatrick	248 50	
LeB. Drury Lockhart	343 20	
W. S. Loggie & Co	187 77	
Joseph Lecours	112 55	
J. A. Likely	1,022 64	
Thomas Lahey	99 07	
La Cie Manufacture de Montmagny	100 59	
La Cie Industrielle de Rimouski	489 42	
P. Lyall & Sons Construction Co	343 07	
Nap. Mercier	25 50	
By William H. Miller,	287 00	
Miramichi Lumber Co	177 50	
F. M. Murray	158 27	
Mapleleaf Lumber Co	439 03	
D. H. McKay	60 07	
W. A. McKay & Co	138 00	
McLean Milling Co	577 08	
Dan McNeil & Sons	513 97	
H. E. McArthur	223 10	
Hugh D. McKenzie Co	6 76	
J. M. McGrath	364 24	
New Brunswick Telephone Co	14 62	
Nova Scotia Carriage & Motor Car Co	215 61	
Portland Rolling Mills	163 15	
James R. Porter	5 00	
Pratt Brothers (Incorporated)	139 15	
Quebec Construction Co	51 44	
Rhodes, Curry & Co	22 54	
Reed Co., (Limited)	274 66	
Sessenwein Brothers	2 73	
John Simon	6,801 12	
Savoie & Co	426 62	
Enoch Steeves	231 25	
St. John Station Labour	144 14	
James Stevenson	159 82	
Charles P. Stephen	78 50	
Steel Co., of Canada	3,280 17	
Stephen Brothers	293 14	
Swift & Co., (Siding account)	265 30	
Edward Sinclair Lumber Company	477 80	
J. B. Snowball Co	68 04	
B. L. Tucker	184 69	
Town of New Glasgow	131 00	
S. E. Vanghan & Co	891 00	
Alex. Watson	356 00	
York & Sunbury Milling Company	132 45	
		55,234 77
Carried forward		3,317,605 94

No. 9.—INTERCOLONIAL RAILWAY.—*Continued.*

General Balance. Year ended March 31, 1913.—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	44,404 03	2,794,557 55	Brought forward		3,317,605 94
To Canadian Pacific Ry	33,211 15		By Individuals & Companies—Suspense Ledger :—		
Geo. Cogger	2 95		General Storekeeper	280 63	
Cleveland, Akron & Cincinnati Ry	9 07		Canada & Gulf Terminal Ry	17 58	
Chicago, Milwaukee & Gary Ry	0 44		Canadian Car & Foundry Co	1,882 55	
Carolina, Clinchfield & Ohio Ry	22 38		James H. Corbett	158 19	
Chicago River & Indiana Ry	0 73		Dominion Iron & Steel Co	1,405 08	
Colorado Midland Ry	2 40		M. P. & J. T. Davis	3 58	
Dominion Tar & Chemical Co	2 81		James Fleming	965 00	
Dept. of Justice	17 64		Reid McManus	24 90	
Dept. of Public Works	2,530 49		J. W. McManus & Co	9 49	
Dept. of Marine & Fisheries	594 18		New Brunswick Coal & Ry. Company	31 00	
Dept. of Militia & Defence	422 45		Sessenwein Brothers	0 04	
Dominion Atlantic Ry	4,785 74		John Simon	901 70	
Dominion Coal Co	478 34		Windsor Branch Ry	26 90	
Dominion Iron & Steel Co	2,848 69				5,706 64
Delaware & Hudson Ry	187 11		Traffic Ledger :—		
Delaware, Lackawanna & Western Ry	223 82		Atchison, Topeka & Santa Fe Ry	171 00	
Duluth, South Shore & Atlantic Ry	23 33		Boston & Maine Ry	3,287 00	
Dominion Express Co	348 00		Boston & Albany Ry	20 85	
Dept. of Interior	14 10		Canadian Pacific Ry	2,634 75	
Dept. of Railways & Canals, (Stores Account)	194 52		Charlottetown Steam Navigation Co	24 35	
Detroit & Mackinac Ry	2 18		Chicago, Rock Island & Pacific Ry	238 21	
Detroit, Toledo & Ironton Ry	0 81		Chicago, Burlington & Quincy Ry	102 04	
Denver & Rio Grande Ry	12 38		Chicago & North Western Ry	681 05	
Alfred Dickie Lumber Co	86 45		Chicago, Milwaukee & St. Paul Ry	596 32	
Detroit & Toledo Shore Line	2 79		Cincinnatti, Hamilton & Dayton Ry	1 48	
T. A. S. DeWolfe & Son	161 35		Wm. Cuthbertson	663 69	
Delaware & Eastern Ry	17 23		Duluth, South Shore & Atlantic Ry	339 49	
Erie Ry	502 98		Dominion Atlantic Ry	479 27	
Eastern Steamship Co	26 73		Great Northern Ry Line	12,968 11	
Elgin, Joliet & Eastern Ry	14 49		Grand Trunk Pacific Ry	1,084 71	
Captain J. A. Farquhar	9 60		Halifax & South Western Ry	64 70	
Furness, Withy & Co	40 07		Interprovincial Nav. Co	13 80	
Fort Smith & Western Ry	24 61		Lehigh Valley Ry	62 03	
Fort Worth & Denver City Ry	14 68		Lake Shore & Michigan Southern Ry	240 51	
James Fleming	703 00		Maine Central Ry	6,754 78	
Grand Trunk Ry	24,673 39		Minneapolis, St. Paul & Sault Ste Marie Ry	387 09	
Galena Signal Oil Co	129 60		Northern Pacific Ry	349 07	
Green Bay & Western Ry	72		New England Navigation Co	6 00	
Galveston, Harrisburg & San Antonio Ry	12 72		New York Central & Hudson River Ry	86 91	

Gulf Colorado & Santa Fe Ry	11 55	
Great Northern Ry Line	153 24	
Great Western Ry	1 21	
Georgia Southern and Florida Ry	42	
Graham & Co	58 43	
Grand Trunk Ry—Suspense	98 75	
Grand Rapids & Indiana Ry	38 57	
Georgia Ry	6 05	
Gulf & Ship Island Ry	28 07	
Gulf, Texas & Western Ry	25	
Halifax & South Western Ry	117,965 22	
Hampton & St. Martins Ry	251 80	
Hocking Valley Ry	54 76	
Houston & Texas Central Ry	1 46	
Hoods Quarry Co	81 78	
Hone & Rivet	249 05	
Inverness Ry. & Coal Co	157 45	
Intercolonial Coal & Mining Co	20 80	
Illinois Central Ry	889 99	
International & Great Northern Ry	51 01	
International Engineering Works	6 00	
A. G. Jones & Co	6 52	
Kent Northern Ry	6,068 18	
Kanawaha & Michigan Ry	1 62	
Kansas City Southern Ry	68 90	
Kansas City, Mexico & Orient Ry	38 93	
D. G. Kirk	8,048 71	
Lotbiniere & Megantic Ry	2 15	
Londonderry Iron & Mining Co	21,370 37	
Lehigh Valley Ry	813 73	
Louisiana Western Ry	3 47	
Louisville & Nashville Ry	143 13	
Lake Shore & Michigan Southern Ry	405 24	
Long Island Ry	11 55	
Lake Erie & Western Ry	35 48	
R. S. Lowe	96 10	
Lotbiniere Lumber Co	3 25	
Libby, McNeil & Libby	2 29	
Louisiana Ry. & Nav. Co	4 00	
Loss & Damage Freight—Suspense Account	3,196 80	
Louisville, Henderson & St. Louis Ry	48	
Moncton & Buctouche Ry	501 33	
Michigan Central Ry	450 78	
Maine Central Ry	119 10	
John Murphy	11 45	
Montmagny Light & Power Co	756 09	
Thos. Malcolm	1,978 47	
Missouri Pacific Ry	198 54	
Minneapolis St. Paul & Sault Ste. Marie Ry	70 85	
Carried forward	281,247 52	2,794,557 55

New York, New Haven & Hartford Ry	705 89	
Northern New Brunswick & Seaboard Ry	79 27	
Pennsylvania R.R.	29 35	
Pere Marquette Ry	49 61	
Pittsburg & Lake Erie Ry	1 63	
Quebec Central Ry	75 33	
Raymond & Whitcombe Co	1 95	
Southern Pacific Co. (Pacific System)	72 83	
Salisbury & Albert Ry	20 92	
Temiscouata Ry	72 37	
Temiskaming & Northern Ontario Ry	454 67	
Wabash Ry	259 73	
		33,081 76
Car Service Ledger :—		
Aberdeen & Rockfish Ry	30	
Arkansas South Eastern Ry	1 40	
Coudersport & Port Allegheny Ry	22 05	
Cumberland & Pennsylvania Ry	30	
Grafton & Upton Ry	2 45	
Georges Valley Ry	5 80	
Greenville, Spartanburg & Anderson Ry	6 05	
Kanawaha & West Virginia Ry	1 80	
Kansas Southern & Gulf Ry	90	
Paris & Mount Pleasant Ry	60	
Thousand Islands Ry	4 25	
Tennessee Central Ry	35	
Union Pacific Ry	20	
		46 45
Rents Ledger :—		
Dos. LeBlanc	20	
Moncton Tramways, Electricity & Gas Co	1 00	
Calder Fraser & Co	1 00	
Levi Thompson	1 00	
Emile Paturel	1 00	
Douglas Hannah	98	
T. B. Cochrane	1 48	
Moncton Tramways, Electricity & Gas Co	1 00	
Dominion Express Co	17 75	
George Lovett	1 50	
Rhodes Curry & Co	1 00	
		27 91
Carried forward		3,356,468 70

No. 9.—INTERCOLONIAL RAILWAY.—*Continued.*

General Balance. Year ended March 31, 1913.—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	281,297 52	2,794,557 55	Brought forward		3,356,468 70
Missouri, Kansas & Texas Ry	154 31				
Metropolitan Steamship Co	31 88				
Miramichi Quarry Co	1 75				
Morgan's Louisiana & Texas Ry	30 82				
Mather Stock Car Co	21 75				
Minneapolis & St. Louis Ry	198 73				
Murdock Shultz	1 05				
Morris Co. Refrigerator Line	2 02				
Mobile & Ohio Ry	99 67				
Midland Valley Ry	9 22				
Milwaukee Refrigerator Transit Co	35				
H. W. Mousell & Co	18 08				
Millerton Station	333 73				
Morrell Refrigerator Line	4 67				
Manister & Northern Eastern Ry	4 64				
Montour Ry	56				
Missouri Oklahoma & Gulf Ry	28 93				
Moncton Construction Co	1,901 41				
Montana, Wyoming & Southern Ry	9 40				
McLean, Holt & Co	203 00				
H. F. McDougall	8 46				
Reid McManus	10 69				
W. P. McNeil & Co	620 76				
Nelson McDougall	75 00				
W. J. McBeath	1 50				
New Brunswick Coal & Railway Co	88 09				
New York Central & Hudson River Ry	1,787 58				
Newfoundland Ry	278 85				
New York, New Haven & Hartford Ry	123 83				
New York, Chicago & St. Louis Ry	193 77				
Nova Scotia Steel & Coal Co	558 93				
New Brunswick & Prince Edward Island Ry	5,083 01				
Northern Pacific Ry	206 65				
National Despatch Great Eastern Line	237 13				
Northern Central Railway	18 69				
Northern & Western Railway	213 82				
New York, Philadelphia & Norfolk Railway	1 23				
New Orleans & North Eastern Railway	43 76				
New York, Ontario & Western Railway	20 45				
North West Mounted Police	37 38				

Nova Scotia Construction Co	362 69						
National Labour Congress	446 40						
New Orleans Great Northern Railway	1 06						
Norfolk Southern Railway	12 89						
Norwood & St Lawrence Railway	222 16						
Northern New Brunswick & Seaboard Railway	385 15						
New Brunswick Cold Storage Co	119 75						
Nashville, Chattanooga & St. Louis Railway	47 98						
New Orleans, Mobile & Chicago Railway	8 78						
New Orleans, Texas & Mexico Railway	1 40						
Nova Scotia Car Works	39 50						
Newburgh & South Shore Railway	0 66						
National Railways of Mexico	24 36						
Oregon-Washington Railway & Navigation Co.	19 25						
Ocean Charges on Freight, Halifax	12,444 88						
Opelousas Gulf & North Eastern Railway	2 60						
Post Office Department	74,803 24						
Prince Edward Island Railway	1,163 78						
Picton Station Labour	200 00						
Pullman Co.	2 30						
Pennsylvania Railway	333 47						
Price Brothers	1,336 02						
Pittsburgh, Cincinnati, Chicago & St. Louis Ry	47 94						
Pennsylvania Co.	153 99						
Père Marquette Railway	722 43						
Pittsburgh & Lake Erie Railway	422 77						
Philadelphia & Reading Railway	219 85						
Philadelphia, Baltimore & Washington Ry	7 45						
Pickford & Black	162 99						
Peoria & Eastern Ry.	22 65						
Pittsburgh, Shewmut & Northern Ry	13 77						
F. Puddington	40 92						
Pacific Fruit Express	12 17						
Quebec Central Ry	1,350 36						
Quebec, Montreal & Southern Ry	207 07						
Quebec & Lake St. John Ry	59 52						
Quebec Contracting Co	701 40						
Rutland Ry	16 47						
Charles D. Ruddock	15 00						
Ryan & MacDonnell	2,736 29						
Rockingham Station	3 00						
Railway Automatic Car Co	61 40						
Richmond, Fredericksburg & Potomac Ry	4 54						
E. R. Reid	5 00						
Swift Refrigerator Line	13 34						
Sherbrooke Tank Line	6 75						
Sackville Station	65 97						
Salisbury & Harvey Ry	69,450 21						
Carried forward	162,752 07	2,794,557 55	Carried forward				3,356,468 70

No. 9.—INTERCOLONIAL RAILWAY.—*Continued.*

GENERAL BALANCE. Year ended March 31, 1913.—*Continued.*

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
Brought forward	462,752 07	2,794,557 55	Brought forward		3,356,468 70
Southern Pacific Ry	185 24				
Southern Ry	392 00				
St. Lawrence & Adirondack Ry	0 08				
Seaboard Air Line	65 42				
St. Louis & San Francisco Ry	208 94				
San Pedro, Los Angeles & Salt Lake Ry	7 15				
St. Louis Southwestern Ry	101 66				
St. Joseph & Grand Island Ry	4 30				
St. Monique Station	10 00				
Saunderson Manufacturing Co	47 10				
Santa Fe Refrigerator Despatch	8 44				
Sussex Station	25 00				
San Antonio & Aransas Pass Ry	3 12				
Sandusky Grain Co	1 30				
St. Paul & Kansas City Short Line	0 99				
C. E. Smith	386 34				
Susquehanna & New York Railway	1 41				
Temiscouata Ry	87 61				
Texas & Pacific Ry	62 98				
Toronto, Hamilton & Buffalo Ry	10 52				
Trois Pistoles Pulp & Paper Co	73 82				
Transcontinental Ry. Commissioners	2,504 10				
Toledo, St. Louis & Western Ry	69 71				
Toledo & Ohio Central Ry	36 01				
Toledo, Peoria & Western Ry	9 37				
Texas & New Orleans Ry	7 33				
D. Trimblay	123 29				
F. M. Tweedie	49 90				
Toronto Construction Co	429 75				
Temiskaming & Northern Ontario Ry	1 00				
Trinity & Brazos Valley Ry	24 76				
Tremont & Gulf Ry	17 51				
Terminal Ry Association of St. Louis	8 54				
Three Rivers Steamship Co	52 23				
Town of St. Leonard Jct	216 90				
Vandalia Ry	15 65				
Union Refrigerator Transit Co	7 79				
Vicksburg, Shriveport & Pacific Ry	6 43				
Union Pacific Ry	40 34				
Union Ry	44				
Virginian Ry	7 51				

Virginia & South Western Ry	1 63	
Uranium Steamship Co	111 05	
Wabash Ry	180 83	
Western Union Telegraph Co	2,717 44	
A. N. Whitman & Son	150 00	
E. A. Wallberg	2 97	
Wallace Slone Quarry Co	71 46	
Wilson & Son	8 28	
Western Maryland Ry	17 90	
Wisconsin Central Ry	21 80	
Wheeling & Lake Erie Ry	30 35	
Western Refrigerator Despatch	79	
Wyoming & North Western Ry	1 19	
West Jersey & Seashore Ry	1 19	
Western Ry of Alabama	13 91	
White City Refrigerator Despatch	3 67	
York & Carleton Ry	33 60	
		471,432 11
Individuals & Companies Ledger Suspense—		
Thos. Bell & Co	1 80	
Dominion Atlantic Ry	49 57	
Halifax & South Western Ry	82 54	
Thos. Malcolm	17 58	
National Transcontinental Ry. Commissioners	318 30	
Nova Scotia Steel and Coal Co	3 93	
Prince Edward Island Ry	0 01	
Quebec Contracting Co	3 58	
		477 31
To Traffic Ledger—		
H. & A. Allen	6,396 63	
Acadia Coal Co	11 70	
Canadian Northern Ry	6,191 11	
Cape Breton Ry	34 98	
Cumberland Ry. & Coal Co	617 57	
Central Ontario Ry	28 72	
Dominion Steamship Co	114 69	
Dept. of Marine & Fisheries	25 38	
Dominion Coal Co	20,374 66	
Dept. of Labor & Commerce, U.S.A	15 25	
T. A. S. DeWolfe & Son	5 00	
Dominion Iron & Steel Co	50 92	
Furness Withy & Co	21 15	
Grand Trunk Ry	24,749 92	
General Transatlantique Co	72 99	
A. G. Jones & Co	9 50	
MacKay Brothers	0 48	
Carried forward	58,720 65	3,266,466 97

Carried forward	3,356,468 70

GENERAL BALANCE. Year ended March 31, 1913.—*Continued.*

No. 9.—INTERCOLONIAL RAILWAY.—*Continued.*

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
Brought forward	58,720 65	3,266,466 97	Brought forward		3,356,468 70
To National Transcontinental Ry	36 97				
Reid Newfoundland Ry	15,395 90				
Robert Reford Co	39 00				
Salvation Army	1,223 51				
Uranium Steamship Co	5,594 62				
		81,010 65			
Car Service Ledger :—					
Acadia Coal Co	37 00				
Albany & Hudson Ry	4 25				
Ashland & Western Ry	22 55				
Atlantic & Western Ry	1 35				
Buffalo & Susquehanna Ry	4 20				
Chicago, Peoria & St. Louis Ry	0 50				
Chicago, Cincinnati & Louisville Ry	137 25				
Cincinnati, Bluffton & Chicago Ry	13 50				
Chicago, Kalamazoo & Saginaw Ry	5 25				
Chicago & Wabash Valley Ry	4 25				
Dominion Atlantic Ry	10 00				
Delaware & Northern Ry	1 40				
Durham & South Carolina Ry	0 45				
Georgia & Florida Ry	6 30				
Gulf Line Ry	10 25				
International Ry of New Brunswick	265 60				
Jamestown, Chautauqua & Lake Erie Ry	73 45				
Kansas City, Mexico & Orient Ry	6 90				
Kalamazoo, Lake Shore & Chicago Ry	5 70				
Lotbiniere & Megantic Ry	13 50				
Missouri River & Bonne Terre Ry	10 20				
New Orleans Great Northern Ry	12 60				
National Transcontinental Ry	434 00				
North & South Carolina Ry	4 90				
Northern New Brunswick & Seaboard Ry	98 55				
Piedmont Ry	6 05				
Pittsburg & Susquehanna Ry	4 05				
Register & Glenville Ry	1 75				
Randolph & Cumberland Ry	0 60				
Savannah & Statsboro Ry	0 60				
Stuttgart & Rice Belt Ry	1 40				
Texas & Pacific Ry	15 40				
Temiskaming & Northern Ontario Ry	95 55				
Trinity & Brazos Valley Ry	44 65				

Texas State Ry	1 40	
Virginia Carolina Ry	3 65	
Unadilla Valley Ry	07	
White River Ry	13 95	
		1,373 02
Rents Ledger :—		
Canadian Express Co	16 66	
Charles A. Elder	03	
Stothart Mercantile Co	48 00	
Miramichi Steam Navigation Co	60 00	
G. T. Cornish	42 00	
Jessie E. Harper	1 00	
Newfoundland Ry	991 66	
Maritime Telegraph & Telephone Co	1 00	
Corporation of Seminary of Rimouski	1 00	
New Brunswick Telephone Co	1 00	
Oliver McGinnis	17	
New Brunswick Telephone Co	2 00	
R. McDonald	5 67	
J. H. McLeod	9 00	
Sackville Concrete Co	5 00	
Canadian Express Co	12 50	
New Brunswick Telephone Co	1 00	
Dominion Express Co	28 17	
Imperial Oil Co	5 00	
Hiram S. McLean	5 00	
Nathaniel W. Pushie	10 00	
Miramichi Lumber Co	25 00	
James Comeau	20 80	
Imperial Oil Co	6 00	
Geo. A. Mason	5 00	
J. D. Volckman	1 00	
Arthur S. Comeau	10 00	
Town of Fraserville	1 00	
C. B. McMullen	5 00	
Canada Ry News Co	06	
James Dunn	8 00	
Joseph Clarke	5 67	
William Barrie	49 00	
Canadian Pacific Ry	62 50	
" "	608 30	
Steamer "Granville"	25 00	
Acadia Telephone Co	3 00	
Fred. Tobin	30 00	
T. Walsh	30 00	
Mrs. Ryan	30 00	
Canadian Express Co	0 48	
James Campbell	14 00	
Carried forward	2,185 67	3,348,850 64

Carried forward		3,356,468 70

No. 9.—INTERCOLONIAL RAILWAY.—*Continued.*

General Balance. Year ended March 31, 1913.—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	2,185 67	3,348,850 64	Brought forward		3,356,468 70
By Maritime Telegraph and Telephone Co	1 00				
Town of Shediac	2 00				
James Casey	5 00				
Town of Campbellton	1 00				
Herbert B. Steeves	1 00				
Wood & McConnell	1 00				
Charles E. Roy	5 00				
Canadian Express Co	50 00				
H. A. Patton	1 00				
Maritime Coal Ry. and Power Co	1 00				
Department of Public Works of Canada	2 00				
Canadian Express Co	12 50				
C. Vellieux	32 00				
N. Lamontagne	7 50				
Dame C. E. Carrier	240 00				
Oliver Gingras	60 00				
Misses Camire	12 00				
Maurice Camire	11 00				
Mrs. J. Atkinson	100 00				
Joseph Doucet	5 00				
Mrs. L. Roberge	104 00				
James Cloutier	40 00				
Frank Cloutier	4 50				
Miramichi Steam Navigation Co	150 00				
Dominion Express Co	24 00				
A. Begin	195 00				
Dominion Express Co	24 00				
Jean Lamonthe	49 50				
Dominion Express Co	24 00				
Canadian Express Co	6 25				
Malcolm Samson	6 00				
Louis Boisvert	6 00				
Emile St. Laurent	209 00				
Peter Bernier	8 00				
David Rouleau	24 00				
Arthur Lamontagne	8 00				
Joseph Cote	12 00				
Joseph H. Higgins	5 00				
J. A. R. Weir	10 00				
J. C. Spencer	1 00				

C. W. White	3 75	
W. K. Graham	1 00	
C. B. McCready	1 00	
Mrs. Agnes Weir	1 00	
J. Titus & Co	5 00	
Thos. Sharp	2 00	
A. B. Copp	1 00	
Robert O'Leary	3 00	
Loggie Brothers	1 60	
Henry O'Leary	3 00	
George Clouthier	40 00	
Thos. Robinson	1 00	
Mrs. Desmond	3 00	
Estate E. J. Smith	1 00	
Estate Wm. J. Williams	3 00	
Malcolm Patterson	3 00	
James Shannon	0 25	
Mrs. Stubbs	2 00	
J. Cameron	0 25	
John R. Stewart	1 00	
William Young	8 00	
Frost & Wood	1 00	
Charles Richards	3 00	
Spencer Brothers & Turner	1 00	
Estate D. S. Harper	2 00	
Estate Patrick McCourt	1 00	
Adam Mahar	0 25	
George Mann	0 25	
Benjamin Smith	0 25	
J. M. Dube	1 00	
Price Brothers	2 00	
James E. Kelly	4 00	
Dr. E. O. Steeves	1 00	
S. H. White & Co	10 00	
King Brothers	200 00	
John Roach	1 00	
N. Pushie	11 25	
N. Pushie	7 37	
M. McLean	15 00	
Geo. Lightle	1 00	
James A. Kirkpatrick	1 00	
John C. Gass	15 00	
G. & G. Flewelling	1 00	
Spencer Brothers & Turner	1 00	
A. & R. Loggie	1 00	
I. Matheson & Co	1 00	
Alex Belanger	1 00	
George Stone	10 00	
Carried forward	4,023 54	3,348,850 64

Carried forward		3,356,468 70

No. 9.—INTERCOLONIAL RAILWAY.—*Continued.*

No. 9.—INTERCOLONIAL RAILWAY.—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	4,023 54	3,348,850 64	Brought forward		3,356,468 70
To John Legere	10 00				
J. H. Hickson	5 00				
Marquis & Turcotte	1 00				
Nat McNair	1 00				
Alphonse Pineau	1 00				
City of Moncton	1 00				
William Currie	12 75				
John Stevenson	1 00				
H. F. McDougall	4 00				
Strathcona Coal Co	4 00				
A. C. Thompson & Co	1 00				
W. Longstroth	25 00				
Town of Shediac	1 00				
James Skean	3 00				
D. C. McKenzie & R. Graham	5 00				
Joseph Raymond	2 00				
Price Porritt Pulp and Paper Co	1 00				
City of Sydney	2 00				
W. R. Steeves	0 79				
D. E. Read	5 00				
Le Claire & Daigle	1 00				
Central Telephone Co	57 00				
Price Brothers	5 00				
Post Office Department, Newfoundland	1 00				
La Corporation de la Paroisse de St. Romauld d'Echemin	5 00				
G. L. Tulloch	1 00				
D. M. Grant	3 00				
W. F. Napier	3 00				
H. S. Gregory & Son	25 00				
I. B. Shaffner & Co	5 00				
Charles Love	1 00				
J. H. Hewson, & A. A. Jones	5 00				
Irenee Lord	1 00				
Nova Scotia Telephone Co	10 00				
Nova Scotia Telephone Co	2 92				
Canadian Pacific Ry	1 00				
Town of Levis	10 00				
Estate of Lieut. General J. W. Laurie	5 00				
T. F. Sherrard & Son	12 00				
Henry McIntyre	15 00				

François Gagnon	1 00	
Town of Sackville	1 00	
George L. McLean	1 00	
Town of Levis	1 00	
John W. Logan	5 00	
Robert Douglas	4 00	
Antigonish & Sherbrooke Telephone Co	0 50	
Thos. S. Donaldson	1 00	
Dartmouth Ferry Commission	1 00	
Commissioners of the Transcontinental Ry	1 00	
James H. Adams	1 00	
Robert Finlay	2 00	
George Cooper and James Cunningham	15 00	
Louison Lumber Co	1 00	
Robert Crawford	3 00	
Stephen Brothers	1 00	
B. N. T. Underhill	3 00	
Imperial Oil Co	1 00	
"	2 00	
Colonial Coal Co	5 00	
H. McC. Hart	15 00	
Estate Thos. Bélanger	2 00	
Dartmouth Ferry Commission	1 00	
H. M. Kent	5 00	
Samuel Melanson	5 00	
Doucett Brothers	5 00	
City of Sydney	1 00	
Swedish-Canadian Lumber Co	5 00	
Richard O'Leary and W. S. Montgomery	1 00	
New Brunswick Telephone Co	3 00	
Shediac Electric Light and Power Co	2 00	
Colonial Coal Co	1 00	
Town of Newcastle	1 00	
New Brunswick Paper & Pulp Co	1 00	
Henry Fields	1 00	
New Brunswick Telephone Co	3 00	
Alphonse Dellaire	1 00	
Charles A. Vanwic	3 00	
G. W. Shanklin	1 00	
St. Maurice Light & Power Co	1 00	
New Brunswick Telephone Co	3 00	
Benjamin Titus	1 00	
Mrs. Alice Spain	1 00	
Dr. William A. Wilson	1 00	
Siméon Fortin	1 00	
Reverend Harry Harrison	3 00	
Payzant Card Co	5 00	
		4,402 50
Carried forward		3,353,253 14

Carried forward	3,356,468 70

No. 9.—INTERCOLONIAL RAILWAY.—*Continued.*

GENERAL BALANCE. Year ended March 31, 1913.—*Concluded.*

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
Brought forward		3,353,253 14	Brought forward		3,356,468 70
To Advances:—					
H. M. Stevens	5 06				
Sir G. Falconbridge	1,500 00				
A. R. Smith	20 00				
Hon. J. Bureau	150 00				
T. P. Owens	550 00				
R. A. Lawlor	250 00				
L. G. Demers	200 00				
A. M. McLellan	16 65				
Adolphe Bazin	23 85				
T. W. Butler	500 00				
		3,215 56			
		3,356,468 70			3,356,468 70

E. & O.E.,

MONCTON, N.B.

S. L. SHANNON,
Comptroller & Treasurer.

No. 10.—INTERCOLONIAL RAILWAY.

Year ended March 31, 1913. STATEMENT of Receipts and Expenses.

Expenses.	$ cts.	$ cts.	Receipts.	$ cts.
Maintenance of way and structures		1,848,458 08	Received from Parliamentary appropriations on account of Intercolonial Railway Working Expenses through the Department of Railways and Canals	11,979,982 69
Maintenance of equipment		3,041,672 80	Balance at credit of Equipment Renewal Account at April 1, 1912	765,950 44
Traffic expenses		230,481 05	Cash received for sale of old rolling stock	28,757 83
Transportation expenses		6,378,894 67	Amount paid for rolling stock and charged Equipment Renewal Account	8,043 89
General expenses		270,476 09	Amount of surplus in Road Stock account transferred to Equipment Renewal Account	132,339 41
Amount expended for renewal of rolling stock		933,751 80	Balance at credit of Rail Renewal Account, at April 1, 1912	160,784 80
Amount expended for renewal of buildings, &c.		13,506 23	Unclaimed wages credited to Rail Renewal Account	2 98
Amount expended for renewals of rails, &c.		81,261 26	Balance at credit of Fire Renewal Account at April 1, 1912	56,269 40
Balance:—				
Equipment renewal account	1,339 77			
Rail renewal account	228,926 52			
Fire Renewal Account	102,763 17			
		333,029 46		
		16,132,131 44		13,132,131 44

MONCTON, N.B.
E. & O.E.

Comptroller & Treasurer.
S. L. SHANNON,

No. 11.—INTERCOLONIAL RAILWAY.

Equipment Renewal Account.

On the 1st April, 1912, there was a balance to the credit of the Equipment Renewal Account of		$ 765,950 44
During the year ended 31st March, 1913, there was credited to the Equipment Renewal Account on account of charges to working expenses		1,077,863 74
Cash received for sale of old rolling stock		28,757 83
Amount paid for rolling stock charged Equipment Renewal Account and subsequently transferred to rolling stock capital		8,043 89
Surplus in road stock		132,339 41
		2 012,955 31
There has been charged during the year against the above amount :—		
24 Locomotives were paid for in full	$ 509,734 47	
On account of four more locomotives a progress estimate was paid of	44,220 00	
Leaving a balance due on these four locomotives of $22,780 which was paid during the fiscal year 1913-14.		
A balance was also paid in the year ended 31st March, 1913, on a final estimate for three locomotives delivered during previous year of	2,060 00	
Cost of inspection of locomotives paid during the year ended 31st March, 1913	2,078 18	
698 box cars	794,657 60	
100 platform cars	90,625 00	
35 refrigerator cars	65,570 00	
80 steel coal cars	122,695 00	
1 tank car	2,695 00	
10 stock cars	10,950 00	
Cost of inspection of these cars paid during the year ended 31st March, 1913	3,811 91	
Air brake material supplied contractors for the construction of the above mentioned cars, and cars now under construction	77,154 71	
Balance of cost of one refrigerator car constructed in Moncton shops during the previous year	516 64	
Balance of cost of 36 platform cars constructed in Moncton shops during the previous year	9,293 65	
Amount expended in Moncton shops on 10 vans under construction	9,966 65	
Material supplied for 50 box cars constructed in Moncton shops during the previous year	25,376 89	
Material and labour supplied for 50 box cars under construction in Moncton shops	27,030 61	
1 snow plow	4,910 00	
1 dining car	25,050 00	
2 sleeping cars	54,800 00	
2 postal cars	18,492 77	
5 first class cars	77,750 00	
Balance paid for 3 first class cars delivered during previous year	800 00	
Freight charges on cars delivered during the previous year and returned for alteration	111 60	
Material supplied for 3 baggage cars now under construction, in the year 1913-14	360 00	
Amount transferred from capital account, being difference in cost of 1 dining car and 2 sleeping cars and the amounts estimated in capital account vote for same	9,752 30	
Amount paid for silverware for 1 dining car	1,059 86	
Cost of inspection of these cars during the year ended 31st March, 1913	2,579 11	
Balance of cost of 1 combined passenger and baggage car constructed in Moncton shops	553 82	
Balance of cost of 1 milk car constructed in Moncton shops	91 20	
Amounted expended for changing 3 motor cars to first class cars	915 73	
Amount expended on 3 colonist cars under construction in Moncton shops	14,812 42	
Air brake material supplied from Moncton shops	1,200 42	
		2,011,615 54
Leaving a credit balance to the credit of Equipment Renewal Account on the 31st March, 1913		1,339 77

E. & O.E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 12.—INTERCOLONIAL RAILWAY.

Rail Renewal Account.

On April 1, 1912, there was a balance to the credit of the Rail Renewal account of	$160,784 80
During the year ended March 31, 1913, there was credited to Rail Renewal Account on account of charges to working expenses.	150,000 00
Unclaimed wages credited to Rail Renewal Account	2 98
	$310,787 78
There has been charged during the year against the above amount	81,861 26
Leaving a credit balance to the credit of Rail Renewal Account on March 31, 1913	$228,926 52

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 13.—INTERCOLONIAL RAILWAY.

Fire Renewal Account.

On April 1, 1912, there was a balance to the credit of Fire Renewal Account of	$ 56,269 40
During the year ended March 31, 1913, there was credited to Fire Renewal Account an account of charges to working expenses.	60,000 00
	$116,269 40
There has been charged during the year against the above amount	13,506 23
Leaving a credit balance to the credit of Fire Renewal Account on March 31, 1913	$102,763 17

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 14.—INTERCOLONIAL RAILWAY.

Statement of Cash Received, Year ended March 31, 1913.

To Balance on hand at April 1, 1912			$ 2 33	By amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1913	$14,066,298 36
Amounts received during the year ended March 31, 1913, and credited as follows:—				Leaving a balance on hand on March 31, 1913. Made up as follows:—	43 05
Station agents	$9,310,760 79			Vouchers	$ 41 92
Traffic ledger	2,853,393 89			Discount	47
Car service ledger	242,513 87			Change	66
Individuals and companies ledger	1,608,350 22				
Rents ledger	20,486 99				
General ledger	30,833 32				
		14,066,339 08			
		14,066,341 41			14,066,341 41

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY.

STATEMENT of Averages, year ending March 31, 1913.

Mileage of railway		1,468·15
Engine mileage		10,279,369
Total train mileage		8,147,819
Total car mileage		115,787,028
Ratio of earnings to gross earnings—		Per Cent.
Revenue from transportation		99·16
Revenue from operations other than transportation		·84
Gross earnings per mile of railway	dollars.	8,162.98
" engine mile	"	1.17
" train mile	"	1.47
" car mile	cents.	10·35
Ratio of expenses to gross earnings—		Per Cent.
Maintenance of Way and Structures		17·17
Maintenance of equipment		25·38
Traffic expenses		1·92
Transportation Expenses		53.23
General expenses		2·26
Expenses per train mile—		
Maintenance of way and structures	cents.	25·26
Maintenance of equipment	"	37·33
Traffic expenses	"	2·83
Transportation expenses	"	78·29
General expenses	"	3·32
Total per train mile		147·03
Expenses per mile of railway—		
Maintenance of way and structures	dollars.	1,402.07
Maintenance of equipment	"	2,071.77
Traffic expenses	"	156.99
Transportation expenses	"	4,344.85
General expenses	"	184.23
Total per mile of railway		8,159.91
Locomotive and car repairs per locomotive and car—		
Locomotives	dollars	2,062.62
Passenger cars	"	623.93
Freight cars	"	52.85

C. F. BURNS,
Auditor of Disbursements.

S. L. SHANNON,
Comptroller and Treasurer.

No. 1.—WINDSOR BRANCH RAILWAY.

Revenue Account, Year ended March 31, 1913.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	29,970 62	Passenger earnings	18,622 99
Balance	38,276 08	Freight earnings	48,471 87
		Mail earnings	1,151 84
	68,246 70		68,246 70

E & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 2.—WINDSOR BRANCH RAILWAY.

Maintenance of Way and Structures, Year ended March 31, 1913.

—	$ cts.
Superintendence	1,861 42
Ballast	285 10
Ties	4,789 09
Rails	2,659 41
Other track material	2,205 33
Roadway and track	11,110 73
Removal of snow, sand and ice	312 00
Bridges, trestles and culverts	1,222 50
Grade crossings, fences, cattle guards and signs	1,482 40
Signals and interlocking plants	2 89
Buildings, fixtures and grounds	3,680 95
Roadway, tools and supplies	201 99
Stationery	19 59
Other expenses	137 22
	29,970 62

E. and O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller & Treasurer.

No. 3.—WINDSOR BRANCH RAILWAY.

GENERAL Balance. Year ended March 31, 1913.

DR.	$ cts.	CR.	$ cts.
To stores department	8,331 09	By Dominion account	8,331 09

E. and O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 4.—WINDSOR BRANCH RAILWAY.

Months.	Passenger Earnings.	Freight Earnings.	Mail Earnings.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.
1912—				
April	1,451 09	2,686 82	95 68	4,233 59
May	1,124 17	2,503 95	95 68	3,723 80
June	1,606 80	2,250 28	95 68	3,952 76
July	1,885 34	2,511 27	96 91	4,493 52
August	2,372 07	2,525 69	96 91	4,994 67
September	2,731 32	5,037 10	96 90	7,865 32
October	2,014 84	7,776 39	96 91	9,888 14
November	790 62	6,248 11	96 90	7,135 63
December	1,829 60	4,110 19	96 91	6,036 70
1913—				
January	892 79	4,645 06	94 45	5,632 30
February	743 40	4,237 51	94 45	5,075 36
March	1,180 95	3,939 50	94 46	5,214 91
	18,622 99	48,471 87	1,151 84	68,246 70

E. and O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL

STATEMENT of Casualties for

Date.	Time of Day.	No. of Train	Description of train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1912.							
April 9	14·50	.....	Shunter.....	J. Doiron.	G. Lutes.....	131	Sayabec Yard.....
" 13	19·10	Special.	Freight.....	W. Brownrigg....	J. Jones.....	1094	Two miles west of Riversdale.
" 15	19·00	72	G.T.R.....	A. McLean.....	H. Taylor.....	2524	Near St. Romauld Sta.
" 16	13·40	Special.	Freight.....	E. Mitchell.....	A. Jarest.....	92	Drummondville Bridge.
" 17	19·12	.....	Shunter.....	.....	A. Probert..	803	Stellarton Yard....
" 22	13·30	Special.	Freight.....	J. W. Coles.....	W. Gross.....	154	Amherst Yard. . .
" 27	5 00	....	Shunter ...	....	T. W. Henry.....	107	Campbellton Sta...
" 28	20·10	Special.	Immigrant..	E. Johnson.....	L. Starrett.....	313	Main Street Crossing, Amherst ....
May 2	16·50	....	....	....	.....	...	Truro..... ...
" 2	17·20	224	Mixed.....	J. J. Fraser.....	R. L. Smith.....	1074	Near Bridgeville Station.
" 7	5·50	.....	Shunter	.....	C. Tobin	57	Sydney Yard.....
" 7	8·00	.....	"	.....	C. Coleman.... ..	821	Richmond Yard....
" 7	13·15	.....	.....	.....	L. Dutil..	443	Chaudiere Curve...
" 8	19·55	12	Freight. ...	G. L. Nixon ...	W. Gunning.....	17	Cemetery Crossing, near St. John.
" 10	16·30	.....	Shunter ...	....	W. Atkinson.....	1012	North Sydney .....
" 20	7·00	.....	"	J. E. Rioux	J. Albert.....	99	Montmagny ... . .
" 25	.....	146	Passenger ..	N. St. Pierre	Jas. Houston.....	606	Near St. Lambert..
" 28	19·40	304	Mixed . . .	R. Henry.....	J. Cameron... ..	1003	Near Blackville....
" 28	7·34	150	Passenger ..	J. Rioux.....	J. Mills.....	434	St. Romuald.....
" 28	19.42	19	" ...	J. Martin.....	J. Collison.....	645	Lorways Crossings, Sydney.
June 9	23·25	.. ..	.....	..... .	....	...	Cashins Cut.....
" 11	5·30	....	....	. .. .	.....	....	Near Main Street, Amherst.
" 11	6·20	....	Shunter	C. Fournier.....	A. J. McDonald..	....	Kempt .....
June 19	15·10	.....	Shunter	R. G. Duff	C. Cool	119	Bathurst. .....
" 21	11·40	Freight,....	Special.. ...	S. McPherson	L. McLean.	1011	Rory's Siding.....
" 22	10·10	34	Passenger...	T. W. Johnson ...	J. W. Nairn	418	Near Oxford.....
" 22	13·32	3	G.T.R.Pass.	H. Gendron . .	F. Johnson.....	2202	¼ mile w. of Levis..
" 25	7·03	19	Passenger...	J. Gillespie.....	J. Clarke....	402	Young St. crossing, Halifax.
" 29	21·50	419	" ..	R. H. Wilkins....	W. Atkinson.....	1012	Near Sydney Mines
July 6	13·33	63	" ..	C. D. Phillips	W. Levitt	1063	Near Richmond . ..
" 10	13·00	34	" .	John Berry ..	Jas. Clarke.....	406	Grand Lake ..... .

SESSIONAL PAPER No. 20

RAILWAY—*Continued.*

the Year ended March 31, 1913.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
J. B. Sirois	Brakeman	Got hand caught while coupling cars.	Fingers smashed	
A. G. McKenzie	"	Cars left track	Slightly injured	
J. Gerrier	Fireman		"	
Damase Roberge	Neither	Struck by train while walking on track.	Fatal	Accidental.
Joseph Tessier	"	While walking on track under the influence of liquor was struck by train.	Fatal	"
Mrs. Mary A. Gillis	Car Cleaner	Working inside of car which was struck by train.	Badly shaken up	
Andrew Downey	Neither	Struck by train while walking on track.	Cut about head	
A. Murphy	Yardman	Caught while coupling cars	Slightly injured	
Albert Collins	Passenger	Jumped from train	Arm badly crushed	
John Finlayson	Carpenter	Coupler fell on hand	Hand injured	
Daniel Thompson	Neither	While driving over crossing struck by train.	Slightly injured	
J. McPhee	Brakeman	Fell off engine	Cut about head	
William Moore	"	Fell between cars	Both legs cut off	
Jacques T. Bourasse	Clerk	While attempting to get on engine fell under wheels.	Fatal	"
John Hughes	Neither	Attempted to board train in motion and fell beneath cars.	Fatal	Ry exonerated.
John Andrews	"	Knocked from car which was struck by engine.	Badly shaken up	
J. P. Dionne	Brakeman	Jumped from cars	Leg broken	
Joseph Marcotte	Passenger	Fell from train while under influence of liquor.	Badly shaken up	
D. Hanson	Brakeman	Fell from car	Slightly injured	
Emile Richard	Fireman	While leaning out of cab of engine was struck by mail catcher.	Injured about head	
Stephen Fulton	Neither	Attempting to get on moving train.	Slightly injured	
Dan A. Nicholson	"	Remains found on track	Fatal	"
Percy Cook	"	Supposed to have been struck by train.	"	Accidental.
Arsene Gauthier	Brakeman	While coupling cars got hand caught.	Hand injured	
William Payne	Brakeman	Got hand caught while coupling cars.	Hand jammed	
W. S. McLeod	"	Got foot caught while coupling cars.	Foot badly crushed.	
Harold Betts	Neither	Supposed to have been struck by train.	Fatal	No inquest.
Joseph Bacon	"	Struck by train while walking on track.	"	Accidental.
Jas. McNally	"	Struck by train while attempting to cross track.	Badly injured.	
Peter Père	"	Struck by train while walking along track.	Fatal	No blame attached to employees.
Gerald Curren	"	Struck by train on crossing	Seriously injured.	
Jas. Clarke	Engineman	Train jumped track	Fatal	Railway exonerated from blame.
Peter McGill	Fireman	"	"	
Jas. M. Irwin	Tramp	"	"	
A. McKim	Baggagemaster	"	Arm broken.	
W. C. Johnson	Express messenger	"	Slightly injured.	

4 GEORGE V., A. 1914

INTERCOLONIAL

STATEMENT of Casualties for

Date.	Time of Day.	No. of Train	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1912.							
July 10	16·30	...	Shunter		H. Comeau	1024	Ballast Wharf, Halifax.
" 12	16·45	...	"		J. Scott	817	Riv. du Loup yard.
" 15	15·10	64	Passenger	J. D. McDonald	J. McLellan	1083	Young St. crossing, Halifax.
" 26	14·35	44	Way-freight	A. LeBel	A. Allard	641	Sacré Cœur
		Special	Freight	H. LeBel	N. Therriault	617	
					L. Boulenger	604	
" 26	22·40	9	Passenger	J. D. McDonald	D. Youlds	634	Truro
Aug. 3	11·00	...	Special	T. G. Stratton	J. J. Witzell	71	Moncton
" 5	...	...	Way-freight	F. Dixon	D. McQuarrie	6	Dalhousie Jct
" 6	6·50	...	Special	C. Dixon	A. Chapman	73	Newcastle yard
" 7	12·35	...	"	J. Boyle	J. King	122	West of Harlaka Jct
Aug. 10	3·30	...	...	...	...	...	Norton
" 15	8·00	...	Shunter	...	...	...	Ste. Flavie Yard
" 15	22·00	...	...	...	...	...	Newcastle
" 16	20·46	200	Passenger	F. Coté	J. Cloutier	413	Ste. Hyacinthe
" 17	14·33	199	Passenger	R. Hunter	W. Cross	438	Lutz St., Moncton.
" 17	11·00	34	Passenger	J. Bouthilette	Geo. Findlay	432	Drummondville
" 19	20·07	68	Passenger	C. D. Phillips	H. R. Hale	1083	Richmond
" 20	18·10	Special	Way-freight	D. Heins	T. Townsend	71	Bathurst
" 20	18·00	...	Work	Jos. Ahearn	J. McEachern	111	Beresford
" 22	16·22	3	Passenger	J. R. McManus	Wm. Furze	635	Petitcodiac

SESSIONAL PAPER No. 20

RAILWAY—*Continued.*

the Year ended March 31, 1913.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
W. A. Kinnie	Traveller	Train jumped track	Arm broken and hand badly crush'd and bruised about body.	
Thos. Keith	Mail clerk	"	Bruised about body.	
Chas. LeBel	News agent	"	Ankle sprain'd	
John Berry	Conductor	"	Slightly inj'r'd	
Walter Campbell	Brakeman	Fell from footboard of engine	Leg injured.	
Wm. Beake	Passenger	Attempted to get on moving train.	Left foot badly crushed.	
Ern. W. Brown	Neither.	Struck by train at crossing	Fatal	No inquest.
Louis Beljile	Passenger	Freight train pitched into rear of No. 44 train	"	Negligence of employees of special train.
Louis Benville	Brakeman	" "	"	
Ferd. Roulean	"	" "	Badly injured.	
E. Coté	"	" "	Badly shaken up.	
Alfred LeBel	Conductor	" "	Badly shaken up.	
Omer D'Anjou	Passenger	" "	Slightly inj'r'd	
Wm. Dennis	"	Train collided with cars	Slightly shaken up.	
Vernon C. Trites	Brakeman	While coupling engine to train	Hand jammed.	
C. G. Scurr	"	Fell while unloading freight	Badly shaken up.	
J. McDermott	Fireman	Collision	Injured about face and back	
G. Baker	Neither	Supposed to have been struck by some train.	Fatal	Accidental.
Fred McKinnon	Baggagemaster	Supposed to have been struck by some train	Fatal	Accidental.
Albert Michaud	Brakeman	While coupling cars	Thumb crushed.	
John Doughney	Employee	Fell off box car	Fatal	No inquest.
Miss Exhilde Averd.	Passenger	While getting off train	Ankle sprained.	
Mrs. J. Edington	Neither	Struck by train while walking along track	Fatal	Employees exonerated from blame.
Mrs. Arthur Trinque.	Passenger	While alighting from train	Slightly injured	
H. R. Hale	Engineman	Collision	Fatal	No inquest.
Jos. R. Campbell	Passenger		Slightly injured.	
Mrs. A. Hanes	Passenger		Slightly injured.	
Mrs. Taylor	Passenger		Slightly injured.	
Wilfred A. Drisdell	Passenger	Fell off train	Hand cut off	
Léon Boudreau	Employee	Fell from car	Arm broken.	
Harry McFarlane	Neither	Struck by train while driving over crossing	Fatal	No inquest.
Marshall Bannister	Neither		Badly injured.	

INTERCOLONIAL

STATEMENT of Casualties for

Date.	Time of day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1912.							
Aug. 27	7·30	18	Passenger..	W. A. Munn.....	T. W. Hennessy..	420	Stellarton.....
" 27	9·20	Special....	Freight.....	W. J. Atkinson...	J. Rioux.....	45	Pt. Levi.....
" 31	13·15	.....	Freight.....	E. S. Vye.....	H. Cameron.....	1046	Newcastle Yard....
" 31	20·45	.....	.....	.....	J. C. McKay.....	53	Stellarton Yard....
" 31	20·20	....	....	....	W. N. Ingram...	635	Gilbert's LaneCrossing, St. John....
Sept. 3	22·30	17	Passenger..	J. J. McNeil.....	D. Duncan.....	436	2 miles west of Hopewell.....
" 4	22·40	.....	Shunter....	.....	Jas. Coleman.....	1007	St. John Yard.....
Sept. 6	16·15	.....	Way-freight	F. Dixon.....	A. Cook.....	89	Barnaby River.....
" 7	.....	....	Shunter....	....	J. Williams... ...	1007	Sullivan's Siding, St. John.....
" 7	11·10	Special.....	Freight.....	F. A. Fowlie.....	A. Robbins.....	148	Oxford Junction...
" 10	10·30	.....	Way-freight	D. Hains.....	J. Stewart.... ..	483	3 miles east of Barnaby River... ..
" 10	14·00	150	Passenger..	A. Demers.....	A. Levesque . .	427	Trois Pistoles.....
" 14	10·00	.....	Shunter....	....	Samuel Watson...	814	Main St. Crossing, Moncton.....
" 17	.. ...	.....	.....	.....	....	....	Chaudiere Bridge..
" 18	23·45	.....	....	.....	....	....	Pictou.. . .....
" 21	18·45	176	Freight.....	N. Pushie..	W. Chisholm.....	88	1½ miles east of Harbour au Bouche..
" 27	21·00	199	Passenger..	H. Aubin.....	J. McDavie.....	433	Little Metis... ...
" 28	7·30	Special.....	Freight.....	A. McKenzie.....	J. S. McKee.....	46	Harcourt..... ...
Oct. 3	10·30	.....	Shunter....	R. G. Duff.....	C. Cool.....	119	Bathurst.... .. .
" 4	16·25	3	Passenger..	C. B. Clarke.....	G. A. Stone.....	627	Petitcodiac..... ..
" 4	15·30	Special....	Freight.....	E. Hewitt.....	L. Turnpinst.....	62	Acadia Yard, Westville..... .....
" 7	9·43	33	Passenger..	J. Michaud.....	D. Charrier..	410	Public crossing west of St. André.....
" 20	18·00	.....	.....	....	....	....	Moncton Shops....
" 21	10·15	.....	.....	..... .	.....	....	Cumming's Pit, River Denis.....
" 21	15·00	Special.....	Freight.....	J. Deschamplain..	J McNaughton...	10	McKinnon's Brook Bridge.....
Oct. 22	23·00	102	Mixed.....	R. J. McNeil.....	J. Gallivan..	65	Rivers Denys.....
" 29	17·00	....	Shunter....	.....	W. F. Smallwood.	811	Moncton Yard.....
Nov. 4	13·05	50	Freight.....	A. Harris.....	J. Parent..... .	611	Cap St. Ignace.....
" 4	18·23	67	Passenger...	C. D. Phillips.....	Jos. Elliott.....	634	Young St. Crossing, Halifax... .....
" 9	12·45	Special.....	Freight....	R. G. Duff.....	C. Cool	156	Belledune.....

SESSIONAL PAPER No. 20

RAILWAY—*Continued.*

the Year ended March 31, 1913.

Name of person injured	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Miss Jessie McDonald	Neither	Fell while getting off car steps	Slightly injured.	
J. L. Hebreaux	Brakeman	While jill-poking cars, stick broke	Slightly injured.	
Duncan Allanach	Brakeman	Tripped and fell while coupling cars	Back badly injured.	
Minnie McDonald	Neither	Struck on head by lump of coal	Head injured.	
Eloi Lirette	Neither	Struck by engine	Fatal	Accidental.
Gordon Mulloy	Passenger	Fell off train while under influence of liquor	Slightly injured.	
Jas. Gould	Neither	Run over by engnie	Fatal	Accidental.
F. P. Appleby	Brakeman	Fell while unloading freight	Hand injured	
Wm. Sandbrook	Neither	Engine struck car on which he was unloading iron	Fingers badly crushed	
W. J. Richards	Brakeman	While uncoupling cars	Fingers jammed	
John Garlash	Neither	Struck by train while lying alongside track	Slightly injured	
Arsene Ouellet	"	Struck by train while driving over crossing	Fatal	No inquest.
Joseph Gagnon	"		Badly injured	
Mrs. John O'Rourke	"	Struck by engine while crossing track	Fatal	Ry. employees exonerated.
Jos. Dugas	"	Supposed to have fainted and fallen off bridge	Fatal	Accidental.
Laughlin McInnis	"	Walked off end of wharf into harbour	Fatal	No inquest.
W. Kerr	Brakeman	Fell off train	Badly injured about head	
E. Dubé	Neither	Struck by train while driving over crossing	Fatal	Accidental.
Crawford Bailey	"	Attempted to cross track in front of train	Slightly injured.	
W. R. Gilker	Brakeman	Stepped on piece of iron	Foot badly sprained	
Miss L. Perry	Neither	Struck by train while attempting to cross track	Fatal	No inquest.
J. W. Mackay	Brakeman	Foot caught in switch frame when attempting to get on engine	Leg and arm badly injured	
J. B. Lapointe	Neither	Struck by train while driving over crossing	Seriously injured	
Stephen H. Berry	Labourer	Struck knee against machine	Knee badly injured	
Philip McLeod	Employee	While moving cars, fell	Left leg broken	
Miss Emelienne Chrétien	Neither	Stumbled and fell off bridge in trying to cross over it ahead of train	Badly injured	
Robt. Johnson	Passenger	Got caught when cars left track	Badly injured.	
M. Purdy	Brakeman	While coupling cars	Hand crushed.	
C. Turgeon	Brakeman	While attempting to get on train	Left leg cut off.	
Thos. Betts	Neither	Struck by train while attempting to cross track	Badly injured.	
J. Dempsey	Brakeman	While coupling cars	Finger smashed.	

4 GEORGE V., A. 1914

INTERCOLONIAL

STATEMENT of Casualties for

Date.	Time of Day.	Number of Train.	Description of Train.	Name of Conductor.	Name of Driver.	Number of Engine.	Place of Accident.
1912.							
Nov. 13	19·20	Special.....	Freight....	A. A. McNeil....	J. McRury..	83	Sydney.....
" 15	19·30	17	Passenger...	J. R. Fisher.....	J. Wall.....	401	Young St. Crossing, Truro.....
" 16	11·00	.....	.....	....	.....	....	Pictou.....
" 20	6·45	.....	Freight	John Cochrane....	M. J. Taylor.....	426	Sunny Brae Stn....
" 21	11·00	.....	....	.. . .	....	...	Pictou ... .
" 21	14 00	.....	Shunter ...	John Kelly.	A. Dunbar.	620	Mulgrave Yard....
" 26	6·43	133	Passenger...	J. B. Crockett....	G. B. Story.....	636	Robinson St. Moncton ... .
" 29	16·47	Special.....	Freight	A. Plourde.....	J. A. Michaud....	110	L'Islet.....
Dec. 1	5·55	....	Shunter	.....	....	825	Halifax.....
" 3	9 34	145	Passenger...	N. St. Pierre.....	Jas. Houston.. ..	619	Public crossing East of St. Bruno.....
" 9	4·00	39	Way-freight	J. Swetnam.... .	A. J. Russell.....	113	Newcastle Yard....
" 13	14·55	104	Freight	J. H. Pushie.....	Wm. McDonald...	64	2½ mil. West of Alba.
" 15	12·35	33	Passenger...	A. Begin.....	J. Miller.....	431	St. Joseph Stn.....
Dec. 16	3·18	148	Way-freight	T. Dussault.....	A. Bégin..... .	87	Mitchell.....
				P. Sirois.....	W. Mountain.....	147	....
" 19	22·00	33	Passenger ..	J. A. Bouchard...	R. L. Mitchell....	442	Southwark Yard...
" 19	13 30	....	Freight.....	G. A. Mackay.....	H. Cummings.	44	Trenton.....
" 20	6·35	34	Passenger ..	T. C. Ayer.....	O. McGinity.....	419	Rogersville.....
" 20	22·00	....	Shunter	....	P. O'Leary..... .	811	Main Street, Moncton ..
" 26	11·40	.. ..	Shunter	J. Rioux.....	F. Cloutier..	45	St, Romuald.....
" 26	3·00	.. ..	Shunter ...	....	J. Kean....	96	Ste. Flavie Yard...
" 27	20 50	....	Shunter .. .	....	R. Hamilton.. ...	823	Truro Yard.....
" 31	15·30	....	.. . .	....	....	....	Round House, Halifax..
1913.							
Jan. 1	23·00	329	Passenger ..	P. Keenan.	H. Belyea	1053	Fredericton Station.
" 9	5·36	.....	.....	....	.....	...	St. John.....
" 10	7·30	....	Light engine	.....	.....	1006	Riv. du Loup Yard.
" 10	14·00	Special	Freight. ...	G. A. McKay.....	H. Cummings....	146	Trenton.....
" 13	17·50	Special	Freight.....	J. Brownell.....	J. L. Kennedy....	152	Memramcook .....
" 14	1·45	Special	Freight.....	W. Lacombe.....	J. Hudon..... ..	110	L'Islet.....
				N. Grondin.... ..	E. LeBel..... ...	614	
Jan. 15	14.35	137	Passenger ..	H. G. Thompson..	W. H. Anderson..	1047	St. John Yard.....
" 21	14.30	.....	... .	....	....	....	Moncton Shops...
" 25	12.10	Special.	Freight.....	E. Johnson.....	G. Gaxley.....	1096	Dartmouth .....

SESSIONAL PAPER No. 20

RAILWAY—*Continued.*

the Year ended March 31, 1913.

Name of person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Archie Jeudry	Neither	Supposed to have been struck by train	Fatal	Accidental.
Mrs. Grent	Passenger	Jumped from moving train	Slightly injured.	
Warren Jollymore	Checker	Boiler plate fell on leg	Leg injured.	
John Northrup	Employee	Struck by train	Fatal	Speed train excessive approaching Stn.
J. C. Profitt	Employee	Tripped and fell while unloading freight	Slightly injured.	
Joseph Smith	Brakeman	While coupling cars	Foot crushed.	
Thos. Best	Neither	Struck by train while walking on track	Badly injured.	
A. Plourde	Conductor	While getting down side of car, ladder broke	Badly shaken up.	
G. F. Neary	Brakeman	Slipped and fell while getting off engine	Back and legs injured.	
Arthur Collins	Neither	Supposed to have been struck by train	Fatal	Employees exonerated from blame
W. P. McInnis	Fireman	Lump of coal fell on his head.	Head injured.	
Wm. McDonald	Driver	Train left track	Ankle sprained.	
Patrick Barrigan	Neither	Struck by train while walking on track	Fatal	Accidental.
W. Mountain	Engineer	Collision	Slightly injured.	
A. Demers	Fireman		Slightly injured.	
J. A. Bouchard	Conductor	Supposed to have been struck by shunting engine	Fatal	Accidental.
Percy Crane	Neither	Engine struck steam shovel under which he was working	Badly injured.	
John D. Brock	Passenger	Struck by a truck which was hit by train	Slightly injured.	
H. H. Archibald	Employee (not on duty)	Jumped from 33 train and was struck by shunter		No inquest.
R. Begin	Brakeman	Car left track	Slightly injured.	
Albert Michaud	Yardman	While uncoupling hose	Right leg scalded.	
S. Horton	Brakeman	Got foot caught under wheels.	Foot badly crushed	
Peter McRae	Carpenter	While working at planer	Thumb and finger cut off.	
Garnett Love	Neither	Attempted to get on moving train	Fatal	No blame attached to railway or employees.
Geo. Crawford	Fire Builder	Walked into ash pit	Leg injured.	
Aurele Dumont	Brakeman	While coupling cars	Left foot crushed.	
S. Sweeney	Neither	Fell under wheels of engine	Leg badly crushed.	
M. Crockett	Brakeman	Fell while unloading freight	Badly shaken up.	
J. Hudon	Engineer	Freight Special collided with engine on main line	Fatal	Accidental.
J. E. Roy	Fireman		Badly injured.	
A. Rioux	Brakeman		Badly injured.	
E. LeBel	Conductor		Injured about head	
A. Saindon	Fireman		Badly injured.	
A. Jean	Brakeman		Slightly injured.	
Chas. Gauvin	Brakeman		Slightly injured.	
Horace Rivard	Brakeman		Slightly injured.	
Clement Leonard	Neither	Struck by train while attempting to cross track.	Badly injured.	
Frank Killam	Fitter	Plate fell on foot	Badly bruised.	
Edward Burke	Brakeman	Fell from box car	Both ankles badly sprained.	

INTERCOLONIAL

STATEMENT of Casualties for

Date.	Time of Day.	Number of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1913.							
Jan. 26.	.....	Special.....	Freight.....	D. Sweeney.....	A. Cook.....	8	Kent Jct.....
" 28.	7.43	147	"	P. Tardiff	A. Gidnette.....	643	Boloeil Stn.....
" 28.	5.40	Special.	"	J. W. Coles. ...	E. Rushton.....	24	East Mines.....
" 28.	16.00	.....	.....	.....	.....	.....	Moncton Shops....
" 29.	15.00	.....	Shunter ...	.....	R. Hamilton.....	833	Truro Yard .....
Feb. 1.	1.30	.....	"	.....	P. McInnis.....	54	Deep Water Terminus, Halifax.
" 3.	11.30	Special.	Freight.....	G. A. McKay....	H. Cummings.....	63	Trenton.....
" 9.	1.45	.....	Shunter	.....	D. Stewart..	76	Truro.....
" 10.	7.00	.....	"	.....	G. Cuthbertson...	801	St. John Yard...
" 11.	6.00	.....	" ...	.....	.....	813	Ste. Flavie.....
" 11.	9.00	71	G.T.R. Spcl.	L. Smith.....	R. Emond.....	2438	Chaudiere Jct.....
" 21.	10.16	.....	Shunter	.....	J. Jones.....	65	Pt. Tupper Yd.....
" 25.	17.30	39	Freight.. ..	W. W. Irving. ...	A. Russell.....	13	Two miles West of Dalhousie Jct.
Mar. 1.	10 30	.....	.....	.....	.....	.....	Moncton Shops....
" 1.	10.50	34	Passenger...	A. Legace.....	W. E. Turner.....	442	East of Drummondville.
" 3.	16.10	42	Freight....	R. W. Orchard...	E. Shirley.....	50	Lac au Saumon....
" 6.	8.00	43	Shunter	.....	J. O. Gagnon.....	.....	Ste. Flavie Yard...
Mar. 7	18·15	.....	Light engine	.....	J. D. McKay. . .	627	Moncton Yard.....
" 10	7·50	... .	Shunter	.....	M. Flavin.....	825	Halifax ... .
" 10	....	.....	.....	.....	.....	.....	Near Gayton crossing... ... .
" 13	4·30	Immigrant Special.	.....	T. G. Stratton....	J. Tweedie.....	623	Dalhousie Jct.....
" 19	6·20	Special.	Freight....	J. St. Pierre	G. Mann.	202	St. Alexis.....
" 20	24·50	"	"	J. McLaughlin....	G. W. Conway....	102	Stellarton.....
" 23	2·30	.. . .	Auxiliary...	.....	G. Wortman.....	11	Bell Siding, Moncton.....
" 27	14·50	Special.....	Freight....	J. R. McManus .	L. Bradshaw.....	24	Amherst .....
" 28	12·20	"	"	D. McKinnon.....	D. McDonald... .	65	Sydney River crossing .. ..
" 28	8·30	"	"	J. W. Horseman .	C. Nickerson.	213	Newcastle..... .. .
" 29	18·35	34	Passenger...	F. Laliberte	A. Berube...	431	St. Eloi.....
" 29	21·50	Special.....	Freight .. .	Z. Berube.....	Ed. Shirley... ...	416	Millstream.....
				P. Therriault. ...	Ed. Thomas . ..	90	
" 30	14·00	"	"	C. Proulx	G. Boudreau	98	Chaudiere Yard....

SESSIONAL PAPER No. 20

RAILWAY—*Continued.*

the Year ended March 31, 1913.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
C. G. Scurr	Brakeman	Knocked off van when train collided with car.	Slightly injured	
John Fournier	Neither	Struck by train	Fatal	Accidental.
Hiram Rufuse	Brakeman	Tripped and fell while going over train.	Knee injured	
Calixe White	Fitter	Wrench which he was using slipped from hand.	Breast injured	
Walter McNutt	Brakeman	While getting on engine fell under wheels.	Fatal	No inquest.
Norman Graham	Neither	Struck by engine while sleeping alongside of track.	Foot cut off	
Sam'l. Matheson	Brakeman	While coupling cars	Fingers crushed	
S. B. Lane	Foreman shunter	While uncoupling cars	Arm slightly inj'rd	
L. A. Phillips	Brakeman	While coupling cars	Hand badly crush'd	
J. B. Beaulieu	Yardman	Struck by a projecting truss rod of a car.	Injured about head	
Eustache Tardif	Neither	Struck by a train while walking along track.	Fatal	No inquest.
J. P. McNeill	Brakeman	Fell off engine under wheels	Right arm crushed and head injured	
Donat LeBlanc	Neither	Attempting to get on moving train.	Fatal	No inquest.
Vincent Backler	Machine hand	Coat caught in machine	Arm badly injured.	
Victor Bery	Neither	Sleeping alongside track while under influence of liquor.	Badly injured	
J. A. Ouellet	Brakeman	While unloading freight	Foot injured	
Geo. Levasseur	Yard foreman	Got caught while uncoupling cars.	Slightly injured	
James McKay	Driver	Collided with cars being shunted by shunting engine	Fatal	Ry. exonerated from blame.
Ross McPherson	Fireman		Seriously injured.	
Jas. Ryan	Brakeman	While coupling cars	Foot badly injured.	
Mrs. D. Goodell	Neither	Supposed to have been struck by train	Fatal	No inquest
Rueben Zahner	Passenger	Train left track	Slightly injured.	
M. Michaud	Brakeman	Jumped off train and fell	Cut about face.	
J. A. McDonald	"	Struck by brake lever	Injured about face.	
Blair J. White	"	Got hand caught while coupling cars	Hand injured.	
Willard Hanson	"	While unloading freight	Hand slightly injured.	
G. Taylor	Neither	Train struck team	Slightly injured.	
W. Hannon	Brakeman	Fell from box car	Slightly injured.	
J. Rossignol	Baggageman	Baggage car caught on fire	Hand badly burned	
J. Nadeau	Brakeman		" " "	
L. Cantin	"		" " "	
L. E. Benville	"	Collision	Slightly injured.	
P. Guay	Fireman	While working at ash pan trap.	Arm badly crushed.	

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I, May 30, 1913.

SIR,—I have the honour to submit the following report of the working of the Prince Edward Island railway, for the fiscal year ending March 31, 1913.

I also enclose the report of the mechanical superintendent, and the following statements prepared by the accountant and auditor, and the mechanical accountant and storekeeper.

No. 1. Capital.
2. Revenue.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Traffic expenses.
6. Transportation expenses.
7. General expenses.
8. General stores.
9. General balance.
10. Statement of averages.
Statement of receipts.
Passenger statement.
Freight statement.
Descriptive statement of freight transported.

A. Statement showing the number of locomotives and the various classes of cars.

B. Statement showing the mileage made, and the coal, oil and waste consumed by locomotives.

The mileage of the railway in operation on March 31, 1912, was 267·5 miles. The Elmira branch was opened for traffic on November 25, 1912, the mileage of which is 9·9, making the total mileage of railway in operation on March 31, 1913, 277·4 miles.

CAPITAL ACCOUNT.

The expenditure to March 31, 1912, was	$8,687,727 38
The additions during the year were as follows:—	
Branch line, Harmony to Elmira	66,146 15
Increased accommodation, Summerside	6,051 67
To increase accommodation and facilities along the line	8,549 21
Original construction	199 50
Car ferry, &c	8,276 20
Claims, E. A. Wallberg	13,778 30
Making the total on March 31, 1913	$8,790,728 41

Branch line, Harmony to Elmira.—This branch line was completed and the road opened for traffic in the month of November last. The outlook for business on this line is none too bright, and its operation will more than likely tend to increase a deficit.

Increased accommodation, Summerside.—This was material purchased for and labour done to the railway wharf. Piles were driven and covered with heavy hardwood plank on the sides, and considerable repairs were made to top of the wharf.

To increase accommodation and facilities along the line.—This amount was voted for buildings erected in 1911-12 and carried in expense account, which was charged out to capital account in the year just closed.

Original construction.—This was for solicitors' taxed costs in connection with the expropriation of lands which belonged to the estate of the late Lady Louisa Wood—$49.50—and damages paid to the heirs of the late Dr. P. A. McIntyre as compensation in full for closing of crossing at Souris, $150.

Car ferry.—This amount was for vouchers made out at Ottawa for engineering work done in connection with proposed car ferry between Cape Traverse and Cape Tormentine.

Claims E. A. Wallberg.—Vouchers were made out by the Department at Ottawa in favour of Mr. E. A. Wallberg on account of building contracts.

REVENUE ACCOUNT.

The revenue has again been in excess of all previous years, marking a steady advance in agriculture and other industries, as well as an increase in the number of of visitors, who contributed to the increase of passenger traffic.

The gross earnings and working expenses for the year compare as follows:—

Gross earnings	$ 389,474 07
Working expenses	489,972 34
Difference	$ 100,498 27

The gross earnings compare with the previous year as follows:—

In 1911-12	$ 367,203 39
1912-13	389,474 07
Increase	$ 22,270 68

The earnings from passenger traffic compare as follows:—

In 1911-12	$ 153,284 42
1912-13	171,348 57
Increase	$ 18,064 15

The earnings from freight traffic compare as follows:—

In 1911-12	$ 176,861 68
1912-13	180,347 31
Increase	$ 3,485 63

The earnings from mails and sundries compare as follows:—

In 1911-12	$ 37,057 29
1912-13	37,778 19
Increase	$ 720 90

The number of passengers carried compare as follows:—

	Number.
In 1911-12	388,076
1912-13	433,888
Increase	45,812

The weight of freight carried compares as follows:—

	Tons.
In 1911-12	120,218
1912-13	122,784
Increase	2,566

WORKING EXPENSES.

The working expenses compare with the previous year as follows:—

In 1911-12	$ 449,962 91
1912-13	489,972 34
Increase	$ 40,009 43

The averages compare with the previous year as follows:—

Per Mile run by Locomotives.

	Cents.
In 1911-12	103·84
1912-13	110·72

Per Mile run by Trains.

In 1911-12	127·43
1912-13	135·46

Expenditure per Mile of Railway.

In 1911-12	$ 1,685 25
1912-13	1,814 71

TRACK.

54,597 railway ties in main line track, 3,527 culled ties in sidings, and 37 sets switch ties and 30 head-blocks and frames were renewed.

1,500 feet of 50-lb. steel rails were laid in main line of the Vernon section, 1,448 feet 50-lb. steel rails in main line of Vernon River section, and 300 feet 56-lb. steel rails in main line at Kensington, replacing other rails.

Twenty-four new frogs were placed in main line to replace worn frogs.

SIDINGS.

At Tignish 200 feet of 50-lb. steel rails were laid to replace iron rails.

At Alberton 1,800 feet of 50-lb. steel rails were laid in putting in a through siding to Alberton ballast pit, and 600 feet of new spur siding was placed in ballast pit.

At Summerside a siding, 380 feet long, was constructed, and 1,000 feet of 50-lb. steel rails laid on sidings to replace iron rails.

At Charlottetown a new siding, 500 feet in length, was laid with 50-lb. steel rails, and 600 feet of 50-lb. steel rails laid on sidings in replacing other rails.

At Lake Verde a new siding, 404 feet long, was laid with 50-lb. steel rails.

At Brackley Point a new siding, 200 feet long, was laid with 56-lb. steel rails.

At Perth ballast pit a new siding was laid with 56-lb. steel rails, which is 1,006 feet in length.

FENCING.

53,567 feet new Page wire fence was erected on cedar posts. 3,398 feet permanent snow-fence, and 3,420 feet portable snow-fence were built. Temporary snow-fences were erected with brush and other material, a large quantity having been used for this purpose.

All fences were repaired where necessary.

One hundred farm gates, which were made by our carpenters, were placed where new gates were necessary.

BALLASTING.

Twelve miles of track were ballasted with sand ballast and two and a quarter miles with cinders, during the summer.

BRIDGES.

At Harmony new ties and rail wall plates were placed on bridge.

At Souris a new overhead bridge, 50 feet long, 13 feet wide, and 18 feet high, was built across the wharf track, with hemlock and other timber.

At Mount Stewart the stonework of bridge was painted.

All other bridges requiring repairs received them.

CULVERTS.

At Elmsdale a new concrete pipe culvert, 20 feet long, 15 inches in diameter, was put in to replace a wooden one which was worn out.

At Piusville a new concrete pipe culvert, 28 feet long, 18 inches in diameter, was put in to replace a wooden one worn out.

At New Annan a new concrete pipe culvert, 30 feet long, 20 inches in diameter, was put in to replace a wooden one.

At St. Teresa a new concrete pipe culvert, 30 feet long, 18 inches in diameter, was put in to replace a wooden one.

At Hopefield the stone culvert was repaired and extended.

Five new wooden culverts were built.

Thirty-nine wooden culverts were repaired with timber, and all other culverts requiring repairs were attended to.

Thirty-one cattle-guards were rebuilt with hemlock timber, hard pine stringers, and hemlock mud sills.

WHARFS AND BREASTWORKS.

At Summerside creosoted piles and hardwood piles were driven in wharf, and wharf faced with 3½-inch hardwood plank a distance of 300 feet and to a depth of 10 feet. Covering of wharf was repaired where it was found necessary to do so.

At Georgetown the wharf was repaired with 10-inch x 12-inch hemlock timber, and new fenders placed on it.

At Mount Stewart the wharf was covered with 3-inch hemlock plank.

BUILDINGS AND PLATFORMS.

Tignish.—A new concrete foundation was constructed for turntable, and a second-hand turntable from the Intercolonial railway placed in position. Engine-house and coal shed were repaired. Agent's dwelling was papered and painted, and the ceilings of it whitened.

Deblois.—Station windows were repaired.

St. Louis.—Station windows were repaired.

Alma.—Station doors and windows were repaired.

Alberton.—Coal shed and section tool-house received repairs.

Elmsdale.—Station doors and windows were repaired.

Pinsville.—Station doors and windows were repaired.

Bloomfield.—A new foundation was placed under the station, and an addition 15 feet by 22 feet built to freight-house. Waiting room and office were sheathed, and new floors laid in them. The exterior of station was painted.

Howlan.—The interior and exterior of station were painted, and repairs made to doors and windows.

O'Leary.—The ceiling of dining room in agent's dwelling was sheathed, and the room painted.

Coleman.—Exterior of station was repaired.

West Devon.—Station was repaired on the outside.

Conway.—Doors and windows were repaired, and interior and exterior of station painted.

Port Hill.—A new addition was built to agent's dwelling. General repairs were made to inside of dwelling, which was also papered and painted. The exterior of station was painted.

Miscouche.—A new foundation was built under the station. Waiting room and office were sheathed, and new floors placed in them. Station and agent's dwelling were painted on the outside.

Summerside.—A new concrete foundation was constructed for scales, and an ash-pit placed in yard. Roof of water tank was repaired. Inside of baggage-room was sheathed. A new telegraph table was provided for office. Station was repaired where necessary and all other buildings received repairs.

Travellers' Rest.—Station platform was repaired, and the interior and exterior of station painted.

New Annan.—Station platform was repaired. Interior and exterior of station were painted.

Kensington.—Station platform was repaired. Interior of agent's dwelling was papered and painted, and ceilings whitened.

Freetown.—Station platform was repaired. Agent's dwelling was repaired, and the inside of it painted.

Emerald.—Station platform was renewed, and repairs made to the station and dwelling.

Bradalbane.—New storm doors and windows were made for station. A new hardwood floor was put down in agent's kitchen and finished in oil, and one room of dwelling painted. Station doors and windows were repaired.

Elliott's.—A new window and door were placed on station, and a new flue built.

Clyde.—Station platform was repaired.

Hunter river.—Station platform, and doors and windows of station were repaired.

North Wiltshire.—Station platform was renewed, and a storm window made for office.

Cotville.—Station platform was repaired.

Loyalist.—Station platform was renewed.

Milton.—Station platform was renewed.

Cape Traverse.—Station, dwelling, station platform, engine-house and ash-pits were repaired. A new water closet was built.

Albany.—Station platform was repaired.

Kinkora.—Station platform was repaired.

Royalty Junction.—Agent's dwelling was painted, and a new coal shed built.

Charlottetown.—Roof of freight-house was shingled. Gravel roofs of machine shop, power house and car shop were repaired. General offices were painted and the ceilings whitened. Freight offices were painted inside.

Brackley Point.—A new station platform was built.

Union.—A new stock-pen was erected.

Bedford.—An addition, 15 feet by 22 feet, was built to freight house. Waiting room and office were sheathed and painted, and new floors placed in them. Exterior of station was painted.

Mount Stewart.—Station platform, roof of station, and run signal were repaired. Exterior of station was painted. Agent's dwelling was papered and painted. A new water closet was built.

Pisquid.—A new station, 11 feet x 25 feet, was built, containing a waiting room and freight room. A new platform, 80 feet long by 3 feet wide, was laid.

Peake's.—Roof of station was shingled. Platform was repaired.

St. Teresa.—A new platform was built opposite church.

48 Road.—A new station, 11 feet x 25 feet, was built, containing waiting-room and freight-room. A new platform was laid.

Perth.—A new station platform was provided, 95 feet long by 4 feet wide.

Cardigan.—Freight house, roof of freight house, and agent's dwelling were repaired. New doors were placed on freight house.

Georgetown.—A new station platform, 60 feet long, 4 feet wide, was constructed. A new covering was placed on semaphore stand. Engine house, coal shed and station were repaired. Station, warehouse and water tank were painted on the outside.

Montague.—Doors and counter of office were changed and repairs made to office. Station and warehouse were painted on the outside.

Morell.—Station was repaired. A new window was placed in dining room.

St. Peter's.—Station platform was renewed.

Midgell.—A new shelter station, 8 x 18 feet, containing waiting room and freight room, and a new station platform were built.

Bear River.—Station platform was renewed.

Souris.—Roof of freight house on wharf was repaired. A new battery room, 6 feet x 8 feet, was built in station.

Fountain Head.—A new shelter station, 8 feet x 18 feet, was built.

Elmira.—Coal shed was rebuilt and a new coal hoist built. A run signal was placed on station.

Hermitage.—Station received new doors, windows, and flue. Station platform was repaired.

Millview.—Station was provided with new doors, windows and flue.

Vernon River.—Station platform was repaired, and new storm doors placed on station.

Grandview.—Station platform was repaired.

Fodhla.—Station platform was repaired.

Wood Island.—Station platform and roof of station were repaired. A new flue was placed on station.

Uigg.—Station platform was repaired.

Village Green.—Station was provided with new doors, windows and flue.

Hopefield.—Station platform was repaired.

Murray Harbour.—Station doors and windows were repaired. A large number of new sign boards were placed on stations during the year.

STORES.

The value of stores purchased was	$ 147,958 41
The value of stores used was	156,441 14
The value of material sold was	4,130 89
The value of stores on hand at the end of the year was:—	
Miscellaneous	36,226 61
Fuel	19,046 59
Roadway and bridge material	16,573 34
	$ 71,846 54

GENERAL.

The rolling stock is in good condition. The roadbed has received careful attention, all needed repairs have been made to buildings, and all are in a satisfactory condition.

I enclose returns of casualties which occurred during the year.

I have the honour to be, sir,

Your obedient servant,

H. McEWEN,
Superintendent.

F. P. GUTELIUS, Esq.,
General Manager, Canadian Government Railways,
Moncton, N.B.

Capital Account—12 Months ending March 31, 1913.

1912.	Dr.	$ cts.	$ cts.	1912.	Cr.	$ cts.
Mar. 31..	To cost of P. E. I. Railway, to date. . ..	....	8,687,727 38	Mar. 31..	By Dominion of Canada.....	8,687,727 38
1913.				1913.		
Mar. 31..	To Branch Line, Harmony to Elmira.....	66,146 15		Mar. 31..	By Dominion of Canada.....	103,001 03
	Claims, A. E. Wallberg..	13,778 30				
	Inc. Accommodation and Facilities along the line	8,549 21				
	Car Ferry, &c.....	8,276 20				
	Inc. Accommodation, Summerside....	6,051 67				
	Original Construction...	190 50				
			103,001 03			
			8,790,728 41			8,790,728 41

E. & O. E.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT—12 months ended March 31, 1913.

EXPENDITURE.	$ cts.	EARNINGS.	$ cts.
Maintenance of way and structures	135,434 58	Passenger	171,348 57
Maintenance of equipment	86,656 33	Freight	180,347 31
Traffic expenses	1,713 36	Mails and express	26,446 49
Transportation expenses	251,186 09	Miscellaneous	11,331 70
General expenses	15.581 98		389,474 07
		Balance	100,498 27
	489,972 34		489,972 34

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF WAY AND STRUCTURES—12 months ended March 31, 1913.

		$ cts.
No. 1	Superintendence	3,404 60
2	Ballast	5,235 01
3	Ties	22,349 25
4	Rails	932 43
5	Other track material	3,478 98
6	Roadway and track	66,646 35
7	Removal of snow and ice	3,757 54
9	Bridges, trestles and culverts	1,083 05
10	Over and under grade crossings	23 73
11	Grade crossings, fences, cattle guards and signs	6,111 68
12	Snow and sand fences, and snow sheds	886 75
13	Signal and interlocking plants	248 78
14	Telegraph and telephone lines	745 94
16	Buildings, fixtures and grounds	16,991 40
17	Docks and wharfs	1,130 07
18	Roadway tools and supplies	2,156 43
20	Work equipment, renewals	
23	Stationery and printing	246 59
25	Other expenses	6 00
		135,434 58

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF EQUIPMENT—12 months ended March 31, 1913.

		$ cts.
No. 28.	Superintendence	6,353 09
29.	Steam locomotives, repairs	29,902 68
35.	Passenger train cars, repairs	16,770 37
36.	" " " renewals	
38.	Freight " " repairs	16,615 19
39.	" " " renewals	3,640 16
47.	Shop machinery and tools	4,226 06
49.	Injuries to persons	27 90
50.	Stationery and printing	243 40
52.	Other expenses	7,375 06
54.	Work equipment, repairs	1,502 42
		86,656 33

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

TRAFFIC EXPENSES—12 months ended March 31, 1913.

		$ cts.
No. 57.	Superintendence	21 14
58.	Outside agencies	
59.	Advertising	1,092 22
60.	Stationery and printing	
65.	Other expenses	
		1,113 36

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

TRANSPORTATION EXPENSES—12 months ended March 31, 1913.

		$ cts.
No. 66	Superintendence	6,193 37
" 67	Despatching trains	3,226 04
" 68	Station employees	57,383 57
" 72	Station supplies and expenses	7,426 13
" 73	Yardmasters and their clerks	2,661 69
" 74	Yard conductors and brakemen	2,796 99
" 76	Yard supplies and expenses	57 93
" 77	Yard enginemen	5,360 10
" 78	Enginehouse expenses, yard	1,537 25
" 79	Fuel for yard locomotives	3,925 60
" 80	Water for yard locomotives	120 00
" 81	Lubricants for yard locomotives	141 72
" 82	Other supplies for yard locomotives	131 48
" 86	Road enginemen	27,096 47
" 87	Enginehouse expenses, road	12,937 16
" 88	Fuel for road locomotives	49,779 34
" 89	Water for road locomotives	2,425 49
" 90	Lubricants for road locomotives	1,235 18
" 91	Other supplies for road locomotives	1,143 49
" 94	Road trainmen	37,720 26
" 95	Train supplies and expenses	8,652 18
" 96	Interlockers, block, and other signals, operation	129 80
" 97	Crossing flagmen and gatemen	420 99
" 98	Draw bridge operation	691 08
" 99	Clearing wrecks	822 95
" 100	Telegraph and telephone, operation	8,372 41
" 101	Operation floating equipment	215 51
" 103	Stationery and printing	6,595 06
" 105	Other expenses	47 50
" 106	Loss and damage, freight	562 03
" 107	Loss and damage, baggage	24 65
" 108	Damage to property	1,073 99
" 109	Damage to stock on right of way	277 68
" 110	Injuries to persons	1 00
		251,186 09

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

GENERAL EXPENSES—12 months ended March 31, 1913.

		$ cts.
No. 113	Salaries and expenses of General Officers	1,822 15
114	Salaries and expenses of clerks and attendants	7,330 24
115	General Office supplies and expenses	217 11
116	Law expenses	177 02
118	Relief department expenses	5,073 87
120	Stationery and printing	599 93
121	Other expenses	361 66
		15,581 98

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

GENERAL STORES ACCOUNT—12 months ended March 31, 1913.

1912.	DR.	$ cts.	$ cts.
March 31	To Balance brought forward		63,548 56
1913.			
March 31	To Purchases during the year	147,958 41	
	Charges from other departments	8,334 43	
	Labour, etc	4,765 25	
	Pay rolls	7,811 92	
			168,870 01
1913.	CR.		232,418 57
March 31	By Issues during the year		160,572 03
	Balance .. Ordinary stores, including stationery	36,226 61	
	Balance .. Fuel	19,046 59	71,846 54
	Balance .. Roadway and bridge material	16,573 34	

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

GENERAL BALANCE—12 months ended March 31, 1913.

DR.	$ cts.	CR.	$ cts.
General stores	71,846 54	Dominion account	95,560 62
Post Office Department	11,533 14	Canadian Car & Foundry Co	690 69
Cash	9,846 47	Rhodes, Curry & Co	390 00
Station agents	2,789 89	John Simon	220 78
Starr Manufacturing Co	361 35	Unclaimed wages	50 71
Intercolonial Railway	244 74	Whitehead Bros	42 50
Suspense account	103 72		
Grand Trunk Railway	68 09		
Rents	54 87		
Militia Department	56 24		
Local Government, P. E. I.	20 25		
Judge Weatherbie	30 00		
	96,955 30		96,955 30

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF AVERAGES—Year ended March 31, 1913.

		Miles.
Mileage of railway		270
Engine mileage		442,497
Total train mileage		361,714
Total car mileage		2,334,635
Ratio of earnings to gross earnings—		
Passenger	Per cent.	46·31
Freight	"	43·99
Mails and express	"	9·70
Gross earnings per mile of railway	Dollars.	1,142 50
" engine mile	Cents.	88·02
" train mileage	"	107·67
" car mileage	"	16·68
Ratio expenses to gross earnings—		
Maintenance of way and structures	Per cent.	34·77
Maintenance of equipment	"	25·25
Traffic expenses	"	0·29
Transportation expenses	"	64·49
General expenses	"	4·00
Expenses per train mile—		
Maintenance of way and structures	Cents.	37·44
Maintenance of equipment	"	23·96
Traffic expenses	"	0·31
Transportation expenses	"	69·44
General expenses	"	4·31
Expenses per mile of railway—		
Maintenance of way and structures	Dollars.	501 61
Maintenance of equipment	"	320 95
Traffic expenses	"	4 12
Transportation expenses	"	930 32
General expenses	"	57 71
Locomotive and car repairs, per locomotive and car—		
Locomotive	Dollars.	1,359 21
Passenger cars	"	342 25
Freight cars	"	39 18

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

Statement of Receipts.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Express.	Total.
1912.	$ cts.	$ cts.	$ cts	$ cts.
April	12,019 21	16,669 38	2,288 78	30,977 37
May	10,236 09	20,463 38	1,926 51	32,625 98
June	12,708 51	14,532 03	1,984 52	29,225 06
July	21,319 16	14,300 69	7,245 96	42,865 81
August	22,389 19	14,613 57	2,365 92	39,368 68
September	17,106 28	11,603 46	1,961 43	30,671 17
October	17,364 04	18,667 95	1,974 65	38,006 64
November	13,105 90	23,816 00	2,059 75	38,981 65
December	13,267 26	16,403 74	2,352 85	32,023 85
1913.				
January	10,660 24	9,268 55	7,786 27	27,715 06
February	8,619 72	8,845 89	2,935 18	20,400 79
March	12,552 97	11,162 67	2,896 37	26,612 01
1912–1913	171,348 57	180,347 31	37,778 19	389,474 07
1911–1912	153,284 42	176,861 68	37,057 29	367,203 39

E. & O. E.
Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

Passenger Statement.

Months.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1912.						
April	36,895	653,849	179	7,981	37,074	661,830
May	29,374	631,451	750	36,200	30,124	667,651
June	29,667	599,362	1,994	97,787	31,661	697,149
July	51,378	1,151,785	2,597	121,495	53,975	1,273,280
August	44,334	997,440	5,184	252,120	49,518	1,249,560
September	39,699	1,044,994	4,646	216,183	44,345	1,261,177
October	29,573	578,923	3,161	154,293	32,734	733,216
November	33,453	609,086	1,846	87,595	35,299	696,681
December	37,468	723,826	967	44,401	38,435	768,227
1913.						
January	26,994	544,605	880	40,953	27,874	585,558
February	20,907	470,798	254	13,224	21,161	484,022
March	31,166	686,410	522	26,009	31,688	712,419
1912-13	410,908	8,692,529	22,980	1,098,241	433,888	9,790,770
1911-12	366,523	7,808,956	21,553	1,096,081	388,076	8,905,037

E. & O. E.
Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

Freight Statement.

Months.	1912-13.		1911-12.	
	Tons.	Mileage.	Tons.	Mileage.
April	10,921	430,205	7,066	253,279
May	14,054	458,414	12,235	448,504
June	9,382	382,150	11,033	383,041
July	9,441	347,946	9,609	346,961
August	9,853	420,406	7,936	300,511
September	8,090	297,267	9,479	315,157
October	13,794	437,928	16,476	591,483
November	17,458	593,110	14,727	588,829
December	10,788	440,702	8,684	387,231
January	5,378	239,614	5,360	253,817
February	6,030	250,259	7,436	295,254
March	7,595	287,045	10,177	454,714
	122,784	4,585,046	120,218	4,618,781

E. & O. E.

CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

DESCRIPTIVE STATEMENT of Freight transported 12 months ended March 31, 1913.

Products of.	Commodity.	Tons.
Agriculture	Grain	14,774
	Flour	4,192
	Other mill products	2,336
	Hay	4,039
	Tobacco	156
	Cotton	60
	Fruit and vegetables	12,932
Animals	Live stock	3,626
	Dressed meats	2,757
	Other packing house products	2,959
	Poultry, game and fish	3,529
	Wool	63
	Hides and leather	604
Mines	Anthracite	373
	Bituminous	13,356
	Coke	1
	Stone, sand and other like articles	2,629
Lumber	Lumber	14,562
Manufactures	Petroleum	1,684
	Sugar	1,010
	Naval stores	3
	Iron, pig and bloom	581
	Other castings and machinery	239
	Iron and steel rails	646
	Bar and sheet metal	123
	Cement, brick and lime	2,346
	Agricultural implements	945
	Wagons, carriages, tools, &c	296
	Wines, liquors, beers	599
	Household goods and furniture	751
Miscellaneous	Other commodities not mentioned above	30,613
	Total weight	122,784

E. & O. E.
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE MASTER MECHANIC,
CHARLOTTETOWN, P.E.I., April 10, 1913.

H. McEWAN, Esq.,
Superintendent, P.E.I. Ry.

SIR,—I beg to submit for your information the following statement of the operation of the mechanical department for the year ended March 31st, 1913.

The following is a summary of the principal work performed:—

LOCOMOTIVES.

Thirteen locomotives received thorough repairs. Eleven locomotives received side and main rod brasses. All the motion and running gear thoroughly examined, staybolts in boilers thoroughly examined, and five hundred and sixteen new staybolts put in boilers.

Six locomotives received specific repairs.

Eight locomotives received new pistons and twelve piston rods. Six tender tanks and six tender frames were largely rebuilt. Three fireboxes were patched. Six crossheads were made and twelve were tinned and planed. Three engine frames were rewelded.

The following new parts were supplied:—

Twenty truck boxes, twelve driving boxes, six whistles, thirteen pops, twenty popvalves, twenty-four valve stems, twenty slide valves, three hundred and seventy-five sets metallic packing, twenty cylinder cocks, four blow-off cocks, forty punches, six smoke stacks, six tube expanders, one hundred and twenty-five truck straps, six truck bolsters, forty brass valve spindles, ten valve yokes, twenty check valves, twenty-four taps, eight crank pins, four bell ringers, twenty injector spindles, six steam pipes, six throttle glands and valves, sixteen engine springs, and one driving axle.

One hoisting engine fitted out and thirty injectors repaired.

Seventy-two oil cups, twenty grease cups, twenty piston rod oil cups, twelve slush boxes, twenty-four slide blocks, twenty-six air pump cylinders, sixty brake levers, twenty-five brake jaws, four hundred and fifty brake pins, and two hundred and fifty brake bolts were bored and fitted out. Thirty-four sets driving wheels, thirty sets truck wheels, one hundred and twenty sets steel wheels, and ninety new axles were turned off. One hundred and ten sets wheels were pressed on axles. Five hundred and twenty-six new tubes were welded and put in boilers. Seventy thousand pounds of iron and four thousand, one hundred and fifty-one pounds of steel were forged; four thousand one hundred and sixty pounds of nuts were tapped, and a great deal of running repairs too numerous to mention.

CAR DEPARTMENT.

Five box cars, five flat cars, one stock car, one snow plough and two engine cabs were rebuilt and charged to renewals.

The following received heavy repairs:—

Twenty-seven first-class cars, fourteen second class cars, ten postal and baggage cars, one hundred and fifty-one box cars, thirty-five flat cars, five snow ploughs, four flangers and one van.

The following received light repairs:—

Fourteen first-class cars, seventeen second class cars, thirteen postal and baggage cars, fifty-eight box cars, seventy-three flat cars, one snow plough and four flangers.

Nine cars were resheathed.

Ninety-six oil boxes, twenty-eight brake spindles, twenty-three brake beams, fifty-four sashes, twenty-eight doors, twenty-six truck frames, thirty-eight truck bolsters, ten buffers, five hundred and twenty car frictions, twenty-seven sets car housings and five hundred and forty car castings were made. One hundred and forty-eight wheels, forty-eight new roofs and thirty-four new floors were put on cars.

BRASS FOUNDRY.

Output: 16,775 pounds of brass castings.

COPPER SHOP.

Thirty-eight headlights, twenty-nine discharge pipes, ten copper pipes, three elevator pipes, four oil pipes, four injector pipes, twenty-nine train lamps, fifteen station lamps, twelve passenger car lamps, three semaphore lamps, two conductor's lamps, four tank spouts, one pump, four car baskets, one hundred and ninety oil cans and forty-five water cans were repaired.

Eighty-two engine truck funnels, twenty-six wire joints for steam chests, nineteen water glass shields, three feed pipes, four sand pipes, two oil pipes, two smoke stacks, and two zinc boxes for machine shop were made.

Lead lined forty car bearings and zinc-lined seven ice boxes.

Twelve driving boxes, forty truck boxes and four truck brasses were babitted.

Six crossheads and eleven sets rod brasses were tinned.

Copper pipes on twelve engines softened and examined.

Repaired lagging on eighteen boilers and piped from injector to ashpan in twenty-two engines.

PAINT SHOP.

Thirteen locomotives were painted and varnished.

Fifteen first class cars were cleaned and eleven varnished; two postal and baggage cars were painted, seven cleaned and eight varnished; two second class cars were painted seven cleaned and eight varnished; forty-three box cars were painted, two cleaned and two varnished; one hundred and thirty box car roofs were painted; thirty-five flat cars, eight snow ploughs, four flangers, twenty-three hand cars, one refrigerator car, one oil tank, twenty-five water cans, seventeen loading platforms, sixteen track levels, thirteen outside sashes and eight flag poles were painted. Eight sets outside sashes varnished; three desks, one table and four ticket cases filled and varnished; twenty-nine settees, four tables, fourteen seats, four letter cases, four ticket cases and four desks stained and varnished. Two stations, two offices and Charlottetown station roof painted.

Thirteen sashes glazed, forty-seven sign boards lettered, ninety box cars relettered and three hundred and thirty-six panes of glass put in buildings.

ROAD AND TRAFFIC DEPARTMENT.

Thirty-four loading platforms, eleven freight trucks, one coal hoist, seven cattle loaders, three sheep loaders, three baggage trucks, thirteen coal boxes, six storage boxes, three clothes boxes, three tool boxes, thirty-two doors, thirteen sign boards, two bill boards, three lamp stands, two grindstone stands, four tables, one telegraph table, four ticket cases, four book cases, four desks, twenty-nine settees, two wheelbarrows, fourteen track levels, twelve switch targets, three ladders, one hundred pocket staples, three post hole diggers, six hundred rail braces, twenty-four gate hinges, forty-seven

cold chisels, forty picks, five switches, sixty switch rods, sixteen switch headers, twenty switch cranks, thirty pairs fish plates, fourteen frogs, thirty-two clawbars, seven push cars, eight windows and sashes, and seven drawers were made.

Eight hand cars were rebuilt. Air compressor thoroughly repaired.

One hand truck, seven freight trucks, four baggage trucks, four hand cars, seven trollies, eight doors, eighty picks, twelve clawbars, sixteen switch cranks and one turntable were repaired.

Steam shovel thoroughly repaired. New tubes in boiler and engine and dipper repaired; also new water tank and smoke stack.

Installed Tignish and Elmira turntables.

On January 1, 1913, an open switch at the oil tanks caused a special train to leave the track, dumping engine No. 25 and cars Nos. 47 and 71 into the ditch. The wreck entailed a cost of $1,408.50, which is included in working expenses.

I have the honour to be, Sir,
Your obedient servant.

PETER McQUAID.
Master Mechanic.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the number of Locomotives and the various class of Cars and other Rolling Stock on March 31st, 1913.

—	Locomotives.	Classification of Cars.															Snow ploughs.	Flangers.	Steam shovel.	Total.
		1st class.	2nd class.	Combined 2nd and baggage.	Postal and smoking.	Combined postal and baggage.	Baggage.	Vans.	Box freight.	Refrigerator cars.	Stock.	Oil tank car.	Hart-Otis convertible cars.	Coal.	Platform.	Total.				
On hand, serviceable, March 31st, 1912	22	19	9	5	4	3	6	3	307	3	28	1	15	12	149	564	10	8	1	19
Condemned, April 1st, 1912	9	4	4	2	....	1	2	1	6	....	....	....	....	....	5	25	1	....	....	1
Total Equipment, April 1st, 1912	31	23	13	7	4	4	8	4	313	3	28	1	15	12	154	589	11	8	1	20
Condemned, April 1st, 1912	9	4	4	2	....	1	2	1	6	....	....	....	....	....	5	25	1	....	....	1
Condemned during the year	....	....	....	....	....	....	....	....	1	....	..	..	....	....	2	3	....	....	....	....
Total condemned	9	4	4	2	....	1	2	1	7	....	..	....	....	....	7	28	1	....	....	1
Less rebuilt during the year	....	....	....	....	....	....	....	....	2	....	....	....	..	....	3	5	....	..	....	....
To be rebuilt or purchased	9	4	4	2	....	1	2	1	5	....	....	....	....	....	4	23	1	....	....	1
Add serviceable and repairing	22	19	9	5	4	3	6	3	308	3	28	1	15	12	150	566	10	8	1	19
Total Equipment, March 31st, 1913	31	23	13	7	4	4	8	4	313	3	28	1	15	12	154	589	11	8	1	20

S. F. HODGSON,
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of mileage and coal, oil and waste consumed by locomotives for the Year ended March 31st, 1913.

—	Locomotive Mileage.	Consumption.				Average Consumption per 100 Miles.			
		Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.
1912.									
April	37,010	1,110	536	1,008	740	6,718	1·44	2·72	2·00
May	38,983	1,093	558	1,128	654	6,280	1·43	2·89	1·67
June	41,456	1,132	528	1,160	557	6,116	1·27	2·80	1·34
July	45,957	1,166	680	1,468	750	5,681	1·48	3·19	1·63
August	46,406	1,126	568	1,360	689	5,436	1 22	2·93	1·48
September	44,206	1,241	664	1,296	618	6,288	1·50	2·93	1·40
October	47,415	1,316	600	1,340	650	6,217	1·26	2·82	1·37
November	40,543	1,223	608	1,140	648	6,757	1·49	2·81	1·42
December	38,624	1,155	572	1,100	626	6,698	1·48	2·85	1·62
1913.									
January	32,023	990	564	1,072	605	6,925	1 76	3·34	1·89
February	30,448	977	388	884	587	7,187	1·27	2·90	1·92
March	33,034	1,010	476	956	640	6,848	1·44	2·89	1·93
Totals	476,099	13,539	6,742	13,912	7,764	6,370	1·41	2·92	1·63

S. F. HODGSON,
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

Accidents during period ended March 31st, 1913.

—	Cause of Accident.	Passengers.		Employees.		Others.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Fell from cars or engine								
2	Jumping on or off trains while in motion				1				1
3	At work on or near the track making up trains								
4	Putting arms or heads out of windows								
5	Coupling cars				1				1
6	Collisions or by trains thrown from track				1				1
7	Struck by engines or cars on highway crossings								
8	Walking, standing, lying, sitting or being on track								
9	Explosions								
10	Striking bridges								
11	Other causes				19				19
	Total				22				22

CHARLOTTETOWN, P.E.I.,
June 4th, 1913.

PRINCE EDWARD ISLAND RAILWAY.

Details of Accidents for the period ending March 31st, 1913.

Date.	Name, address and occupation of persons.	Place of accident.	Cause.	Nature and extent of injury.
1912.				
April 30..	Charles McLean, sectionman, Charlottetown	Charlottetown	Rail fell on foot	Bruised foot.
May 27..	Archibald McKay, storeman, Charlottetown	"	Fell coming out of lumber warehouse	Injury to knee.
June 5..	Frank Dorsey, cleaner, Charlottetown	Along line of Ry.	Shaker bar in engine slipped	Injury to side.
" 11..	Arthur J. Harper, brakeman, Charlottetown	Vernon	Squeezed between cars	Injury to ribs.
July 1..	Lemuel Ferguson, labourer, Charlottetown	Charlottetown	While working on roof of machine shop fell through smoke stack	Injured leg and back.
" 15..	William Bell, cleaner, Charlottetown	"	While cleaning on engine accidentally drove a piece of steel through his wrist	Wrist injured.
" 27..	M. S. Lee, sectionman, Vernon River	Vernon River	While breaking off track bolt nut flew and struck him on shin bone	Leg injured.
Aug. 12..	Duncan D. McDonald, section foreman Georgetown	Georgetown	While alighting from train foot slipped	Sprained knee badly.
" 28..	James Mallard, labourer, Elmira	Elmira	While operating track lifter	Smashed thumb.
Sept. 3..	James Lee, sectionman, Charlottetown	Charlottetown	Rail fell on foot	Foot badly bruised.
" 20..	John Stewart, brakeman, Georgetown	Georgetown	While loading baggage caught finger between car door and trunk	Finger badly bruised and lacerated.
Oct. 21..	John O'Neil, labourer, Charlottetown	Charlottetown railway yard	Fell while tipping coal tubs	Ankle sprained.
" 17..	Harry Mallard, labourer, Elmira	Elmira	While unloading rails	Fingers bruised.
Nov. 14..	Hugh McLeod, extra gang foreman, Bradalbane	Harmony bridge	Slipped on side of bank	Knee sprained.
Dec. 6..	Joseph Power, labourer, Charlottetown	Charlottetown freight shed	While attending furnace	Face burned.
" 9..	James A. O'Brien, labourer, Charlottetown	Charlottetown	While splitting wood axe glanced	Part of toe severed.
" 14..	Frank J. Cameron, cleaner, Charlottetown	Charlottetown round house	While turning table foot caught between rail of table and rail of pit	Foot bruised.
1913.				
Jan. 7..	P. E. Dorsey, engine driver, Charlottetown	Charlottetown, upper St. Peter's road, near crossing	Train went off the track	Side injured.
" 16..	John Kelly, cleaner, Charlottetown	Charlottetown round house	While turning off light fell into pit	Side and leg injured.
" 27..	John McEachern, carpenter, Charlottetown	Bedford	While cutting hole in roof of station slipped	Injured testicle.
Feb. 12..	Thomas Sweeney, porter, Charlottetown	Charlottetown	Frozen quarter of beef fell on foot in freight shed	Bruised foot.
Mar. 13..	Joseph Clark, carpenter, Charlottetown	Charlottetown carpenter shop	While sawing boards set screw on counter shaft caught clothing	Leg injured.

CHARLOTTETOWN, P.E.I., June 2nd, 1913.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

SIXTH ANNUAL REPORT.

MONCTON, N.B., May 30, 1913.

To all Officers and Employees, Contributors to the above fund:

GENTLEMEN,—By instruction of the Provident Fund Board we beg to submit for your information the following report of the operations of the Provident Fund for the fiscal year ended March 31, 1913.

The personnel of the Provident Fund Board for that year was as follows:—

D. POTTINGER, Assistant Chairman, Government Railways Managing Board, Chairman, Moncton, N.B.

T. C. BURPEE, Engineer of Maintenance, I.C.R., Moncton, N.B. } Appointed
D. MCDONALD, Superintendent I.C.R., Levis, Que. } By the Minister.

WILLARD P. HUTCHINSON, Train Despatcher, I.C.R., Truro, N.S. } Elected by the
W. MILLEDGE THOMPSON, Conductor, I.C.R., Moncton, N.B. } Employees.

Four regular meetings of the Board, as required by the regulations, were held during the year.

The following is a statement of the receipts and expenditures during the year ended March 31, 1913:—

Balance at the credit of the fund on March 31, 1912		$309,234 71
The contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages were	$85,365 23	
The contributions made by the railways of an equal amount during the same period, were	85,365 23	
		170,730 46
Amount received for refunds, &c		2,146 00
Interest accrued (at three per cent)		*9,350 20
		$491,461 37
The expenditures were—		
For retiring allowances	$133,539 69	
For contributions refunded in cases of deceased employees.	2,738 91	
For contributions refunded, which were deducted in error.	455 58	
For contributions refunded to discharged employees	167 10	
Medical examinations for probationers entering service	3,128 00	
Medical examinations for employees retiring from service	86 00	
For election expenses	467 12	
For salaries and travelling expenses, secretary's office	4,068 30	
For Board members—Time lost and travelling expenses	126 99	
For stationery, printing, postage, &c., &c	655 11	
		$145,432 80
Balance to the credit of the fund on March 31, 1913		$346,028 57

The following statement shows the amount which was contributed by the railways, and the amount which was contributed by the employees to the Provident Fund, in each fiscal year, since the fund has been in operation. It also shows the number of employees retired, the number of deaths among the same, and the amount paid for

retiring allowances in each year. The average amount of the retiring allowance, paid in the month of March in each year, is also shown. *$511 of this amount was earned last year, but was not credited until this.

For Fiscal Year.	Amount contributed by Railways.	Amount contributed by Employees.	No. of Employees placed on Fund.	No. of retired Employees died.	Amount Paid for Retiring Allowances.	Average monthly Allowance paid in March.	Balance at credit of Fund.
	$ cts.	$ cts.			$ cts.	$ cts.	$ cts.
1907-8.....	82,707 74	82,707 74	142	11	23,913 04	25 49	139,249 21
1908-9.....	75,306 41	75,306 41	88	17	64,067 63	25 63	225,898 31
1909-10	69,949 70	69,949 70	168	17	103,628 20	26 30	255,585 08
1910-11.....	71,296 42	71,296 42	51	23	121,014 34	26 56	273,480 01
1911-12.....	81,119 81	81,119 81	29	23	125,131 32	26 04	309,234 71
1912-13.....	85,365 23	85,365 23	63	36	133,539 69	26 78	346,028 57

It will be noted by the above statement of receipts and expenditures that the amount of the contributions received from the railways and from the employees during the year were.. . . . . $170,730 46

And that the expenditures were.. . . . . 145,432 80

Surplus of contributions over expenditures.. . . . . $25,297 66

The gross surplus, including interest, to the credit of the fund on March 31, 1913, was.. . . . . $346,028 57

The Act provides that two members of the Provident Fund Board shall be elected annually, and it was therefore necessary in January, 1913, to arrange for the election of these two members to serve during the year ending March 31, 1914.

Notice calling for the nomination of candidates was accordingly posted as required by the rule, and the election was held in February, 1913.

The two members elected were—

Willard P. Hutchinson, Train Despatcher, I.C.R., Truro, N.S.

Bliss A. Bourgeois, Chief Clerk I.C.R., Moncton, N.B.

An order of the Governor-General in Council was passed on May 5, 1913, dissolving the Government Railways Managing Board, and appointing Mr. F. P. Gutelius, General Manager of Government Railways, so that from that date Mr. D. Pottinger ceased to be the chairman of the Provident Fund Board.

The personnel of the Board as at present constituted is as follows:—

F. P. Gutelius, General Manager, Canadian Government Railways, Chairman, Moncton, N.B.

T. C. Burpee, Engineer of Maintenance, I.C.R., Moncton, N.B.
D. McDonald, Superintendent, I.C.R., Lévis, Que. } Appointed by the Minister.

Willard P. Hutchinson, Train Despatcher, I.C.R., Moncton, N.B.
Bliss A. Bourgeois, Chief Clerk, I.C.R., Moncton, N.B. } Elected by the Employees.

D. POTTINGER,
Chairman.

W. C. PAVER,
Secretary.

Honourable Frank Cochrane,
Minister of Railways and Canals,
Ottawa, Ont.

PART IV

Report of the Government Chief Engineer of the Western Division of the National Transcontinental Railway

MR. COLLINGWOOD SCHREIBER, C.M.G.

Office of the General Consulting Engineer to the Government and Chief Engineer of the Western Division of the National Transcontinental Railway.

OTTAWA, CANADA, March 31, 1913.

SIR,—I have the honour to submit my annual report for the fiscal year ended the 31st of March, 1913, on the progress made with the construction of the Western Division of the Grand Trunk Pacific railway.

WESTERN DIVISION.

This division extends westward from the western boundary of the Winnipeg terminals to the City of Prince Rupert, the Pacific terminus.

For construction purposes, this division is divided into two sections, viz.:—

The 'Prairie Section,' extending from Winnipeg to Wolfe Creek, 915 miles in length.

The 'Mountain Section' commencing on the east bank of Wolfe Creek and extending to zero on the Grand Trunk Pacific Railway Company's dock at Prince Rupert, a distance of 830 miles.

PRAIRIE SECTION.

This section, though not absolutely completed according to contract, has continued to be successfully operated for public traffic for the entire year, which has been a great boon to the general public and to the settlers along the line of road.

The principal work executed during the year has been the maintenance and repairs of the buildings, structures, roadbed and permanent way. The works of construction, under the usual acceptation of the term, that have been done are the addition of three and four stalls, respectively, to the round houses at Melville and Watrous for the accommodation of the branch line engines. The erection of:—

4 freight sheds,
3 tool houses,
2 station houses,
3 stock yards,
1 section house,
6 store houses,
3 loading platforms.

Improving the water service, the laying in of a few sidings and a small amount of bringing up to grade embankments that have settled or slid out.

The western approach to Winnipeg and the line through Edmonton are in the same condition as described in my annual report for the fiscal year ended the 31st of March, 1912. At neither of these points have the Grand Trunk Pacific Railway Company built a through trunk line, but I understand they are seeking legislation during the present session of Parliament to legalize agreements which they have entered into with the Canadian Northern Railway Company for the joint use of the tracks, etc., of the two companies at both points, and to accept such joint use as a compliance with the requirements of their charter and their agreement with the Government by which they were obligated to build a through line from Moncton to the Pacific coast.

MOUNTAIN SECTION.

The progress made with the construction of this section has been most unsatisfactory and disappointing. This, it is alleged by the Grand Trunk Pacific Railway

Company, is due to the unsettled condition of the labour market and to unforeseen difficulties that have arisen in connection with the transport and distribution of supplies and plant along the work, and I am assured that every effort possible has been made to procure labouring men, by having paid agents in the various towns on the lookout to secure them and by the conveyance of labourers over the Grand Trunk Pacific Railway to the works of construction, free of charge.

As regards the distribution of supplies and plant, I am aware that from 600 to 700 teams were engaged on this service during the winter season, and that the contractors built two large passenger and freight steamers at Tete Jaune Cache for service between that point and Fort George, but owing to the unusually light fall of snow in the Rocky Mountain in the winter of 1911-12, the river water subsided so rapidly that after three weeks service the steamers were put out of commission instead of being available for several months. Fortunately, on the east end of the Mountain section, during the winter season, supplies and heavy plant such as steam shovels, dinky engines and muck waggons had been taken in by sleighs over the ice down the Fraser River, otherwise the work would not even be as far advanced as it is.

On the western end of the road, the Grand Trunk Pacific Railway Company ascribe the slowness of progress to the dilatory manner in which the erection of the steel bridges proceeded; the work of tracklaying being delayed, causing much longer haul by team over very bad roads, at great cost, not less than 93 cents per ton per mile.

The present condition of the work may be summarized as follows:—

From mile 0—Wolfe Creek—to mile 210—the crossing of the Rau Shuswap River.—The grading, bridging and tracklaying are practically completed. On this distance, the road for 180 miles has received a good lift of ballast. Upon this section, the following buildings have been erected:—

22 way station buildings,	1 freight house,
2 section houses,	2 divisional stations,
23 tool houses,	2 round houses,
2 machine shops,	1 carpenter shop,
2 coaling plants,	4 water services.

Regular traffic trains are being operated over this 210 miles.

From mile 210—Rau Shuswap River Crossing—to mile 245—Goat River Crossing.—The grading and wooden bridges are about 95% completed and the erection of the steel bridge over the Rau Shuswap River will be completed about the 15th of April, proximo, when the tracklaying will be continued with only short interruptions, to the crossing of the Goat River, at which point it will be held up whilst the steel superstructure of this bridge is being erected.

From mile 245—Goat River Crossing—to mile 275—second crossing of the Fraser River.—About 48% of the grading is done, not including the 2,200 foot tunnel at mile 268, of which only 420 feet has been driven. The character of the material met with in driving this tunnel is a very wet greasy clay which is causing much trouble, but as a temporary line has been built around the tunnel, no delay will occur at this point to the tracklaying, which will probably reach the second crossing of the Fraser River by the 1st of July, 1913.

From mile 275—Goat River Crossing—to mile 362—at Fort George.—The work of clearing the right of way is far advanced towards completion. The grading has been opened up at a number of points, but only a small amount of it has, so far, been done; however, the winter season is being taken advantage of in rushing in supplies

and plant with a view of prosecuting the work with vigour as soon as the spring opens.

From mile 362—at Fort George—to mile 500—Burns lake.—No work of grading has been done, but the clearing of the right of way is practically completed.

From mile 500—Burns Lake—to mile 570—Bulkly Summit.—About 35% of the grading has been executed, and the clearing of the right of way completed.

From mile 570—Bulkly Summit—to mile 632—the crossing of Boulder creek.—The grading is practically completed and the piles for the wooden bridges are driven. The necessity for awaiting the construction of several steel bridges will, however, delay the tracklaying, as the erection of the steel superstructures can only be proceeded with as the track reaches in sequence each bridge.

From mile 632—crossing of Boulder creek—to mile 830—zero on the Grand Trunk Pacific Railway Company's wharf at Prince Rupert.—The grading, bridging and tracklaying are practically completed. A lift of ballast has been laid from mile 655 to mile 830—at Prince Rupert—175 miles, and the following buildings have been erected between mile 649 and mile 830:—

22 way station houses.
22 latrines.
27 tool houses.
5 water services.
1 divisional station house.
1 section house.
1 bunk house.
2 dock warehouses.

Upon the mountain section up to this date, there have been 13 tunnels driven, aggregating about 9,000 feet in length; 7 wooden snow-sheds have been built, of an aggregate length of 1,700 feet, and the following steel bridges have been erected, the figures show the number and length of the spans in each case:—

Wolf creek, 2 x 60 feet, 2 x 40 feet, 3 x 150 feet.
McLeod river, 2 x 70 feet, 2 x 40 feet, 4 x 210 feet.
Prairie creek, 9 x 50 feet, 5 x 70 feet.
Rocky river, 1 x 225 feet.
Athabasca river, 3 x 225 feet.
Snaring river, 2 x 225 feet.
Miette river—No. 1—1 x 90 feet.
" " 2—1 x 125 feet.
Boulder creek, 1 x 60 feet.
Grant's creek, 1 x 66 feet.
Moose river, 1 x 125 feet.
Fraser river No. 1—1 x 40 feet, 1 x 70 feet, 1 x 175 feet.
Glazier creek, 1 x 90 feet.
McLennan's creek, 2 x 70 feet, 1 x 100 feet.
Sand creek, 1 x 125 feet.
Rau Shuswap river, 1 x 30 feet, 7 x 40 feet, 9 x 60 feet.
Porphyry creek, 5 x 40 feet, 9 x 70 feet.
Mud creek, 5 x 40 feet, 6 x 60 feet.
Skeena river, 3 x 70 feet, 3 x 240 feet.
Ecstews river, 1 x 175 feet.
Kitsumkaylum river, 1 x 225 feet.
Ex-chom-siks river, 1 x 225 feet.
Zim-a-cord river, 1 x 225 feet.
Ka-its-siks river, 1 x 225 feet.
Zanardi rapids, 3 x 55 feet, 2 x 125 feet, 1 x 225 feet.

I may here mention that public traffic trains are being operated from mile 649—New Hazelton—to mile 830—Prince Rupert—greatly to the accommodation of the residents along this section of road.

To summarize:—Of the 830 miles—the length of the Mountain section—the grading on 443 miles is practically completed; 408 miles of track laid; 355 miles have received a good lift of ballast, and on 391 miles public traffic is being conducted.

From mile 190 to mile 620, a very stiff indurated clay has been met with, for the greater part very wet, so much so that in many instances it is found to be impossible to hold it within the limits of the embankment, and it has, in many cases, slid out, carrying the original surface of the ground with it, and again in other cases, it lies in ledges as hard as solid rock, and is costly to handle. Such, I consider, under the specification, should be classed as solid rock. Both characteristics of this material have caused a considerable increase in the cost of the work, and have materially delayed its progress.

EXPENDITURE UP TO 31ST MARCH, 1913.

The expenditure on the 'Prairie section,'..	$35,894,376 91
Certified expenditure on the 'Mountain section'..	50,232,556 34
	$86,126,933 25

The difference of expenditure on the 'Prairie section' up to March 31, 1912, and the expenditure up to March 31, 1913, is composed for the most part of interest on bonds.

I have the honour to be, sir,
Your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer, Western Division, N. T. Ry.

PART V

QUEBEC BRIDGE RECONSTRUCTION

REPORT OF CHAIRMAN OF BOARD OF ENGINEERS

DEPARTMENT OF RAILWAYS AND CANALS,
BOARD OF ENGINEERS, QUEBEC BRIDGE,
MONTREAL, August 27, 1913.

SIR,—I beg to report progress of work on the re-construction of the Quebec bridge for the fiscal year ending March 31, 1913, as follows:—

Substructure.—Fairly good progress was made on the construction of the masonry during the past year, although the work was delayed to a certain extent by extremely wet weather and strikes. Particular attention was paid during this season to the sinking of the caisson for the south main pier, and at the close of the season it was successfully sunk to bed rock some 86 feet below the bed of the river or 102 feet below extreme high water. The caisson was filled with concrete from elevation 1·0 to elevation 75·0, where the granite shaft of the pier will start. The material encountered during sinking was mainly sand with a sprinkling of boulders, and no serious difficulty was encountered during the entire operation.

The work on the south anchor pier consisted in excavating for the foundations. The borings at this point showed a shaley rock close to the surface and it was thought that a substantial foundation could be reached with little or no excavation. It was found, however, that there were pockets of clay and rotten shale, which necessitated one corner of the foundation being carried down nearly 30 feet below the surface of the ground. Satisfactory foundations were finally reached, however, and everything will be ready for an early start in the spring.

On the north side, the north intermediate pier, supporting the approach spans, was started early in the spring and has been entirely completed.

Work on the foundation of the north anchor pier was carried on during the greater part of the season. The rock foundation at this point shelved off very sharply and it was necessary to construct a coffer dam, as the site of this pier is below high water mark. Satisfactory foundations were uncovered, however, about the last of October, and before the season ended some eleven courses of masonry had been laid, amounting to about 6,800 cubic yards.

The work on the north main pier was also rushed ahead as fast as possible, but the work on this pier was delayed more than on the others on account of the difficulty in getting stone and by a strike of the stone cutters. The two caissons, however, were connected by concrete and steel arching and the shaft of the pier carried up to elevation 99·0 or 2 feet below extreme high water.

The status of the work up to March 31, 1913, is as follows:—

Structure.	Required.	Completed.	Remaining.	% Completed.
	C. yds.	C. yds.	C. yds.	C. yds.
North abutment	375	375		100
North intermediate pier	1,666	1,666		100
North anchor pier	17,736	6,806	10,930	39
North main pier	31,860	26,633	5,227	84
South main pier	38,269	27,893	10,376	73
South anchor pier	16,128	492	15,636	3
South abutment	26		26	
Total	106,060	63,865	42,195	

All the difficult work necessitating caissons and compressed air has been completed; the remainder of the work to be done is above high water and will present no problems, and, as a result, will be carried on much more rapidly than the work so far engaged in. It is expected, unless something unforeseen happens, that all the masonry will be completed during the season of 1913.

Superstructure.—During the past year the contractor for the superstructure has constructed a large plant at Rockfield for the purpose of fabricating steel required for the bridge. This shop is specially designed for handling the large members, most of the machinery and handling apparatus having been specially designed for this purpose. It is expected that when the shop staff gets fully organized that they will be able to turn out in the vicinity of 2,000 tons of finished bridge members per month. Actual manufacturing was started in February.

The following is a statement of the progress of manufacturing up to the end of March:—

	Tons.
Material ordered from the mills	8,000
Material received from the rolling mills, Pittsburgh	5,750
Material completely fabricated in the shops	1,400
Material shipped to the bridge site	800
Material erected	370

The detail shop plans have progressed to such a stage that they are well ahead of the requirements of the shop.

Preparations are being made at the bridge site to start foundations for their crane runways and falsework in order that an early start may be made in the spring.

Removal of unused material.—The contract for the removal of the unused material at Belair and Chaudiere Curve was awarded to R. W. Mayer of St. John, N.B., and up to the end of March he has removed and paid for some 4,000 tons, being about one-third of the total quantity to be removed.

Tests.—During the past year the St. Lawrence Bridge Co. have made a series of tests at the laboratories of the Phœnix Bridge Co. under the supervision of the Board of Engineers. Some of these tests members were constructed to conform with the type of members being used in the design of the bridge, while others were tested to determine the actual relation between nickel and carbon steel. The results of these tests have shown that the members as designed are able to develop the strength called for by the specifications used in designing the bridge.

All of which is respectfully submitted.

C. N. MONSARRAT,
Chairman and Chief Engineer.

Hon. FRANK COCHRANE,
Minister of Railways and Canals,
Ottawa, Ont.

PART VI

REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT

AND

Reports of Canal Superintending Engineers and Superintendents, Chief Engineer, Hudson Bay Railway, and Engineer in charge Dartmouth-Deans Branch, I.C.R.

FOR THE YEAR 1912-13.

Ernest Marceau, Superintending Engineer, Quebec Canals.

C. D. Sargent, Superintending Engineer, Ontario-St. Lawrence Canals.

W. H. Sullivan, Superintending Engineer, Welland Canal.

J. W. LeBreton Ross, Superintending Engineer, Sault Ste. Marie Canal.

F. B. Fripp, Engineer-in-Charge, Sault Ste. Marie Canal.

A. T. Phillips, Superintending Engineer, Rideau Canal.

A. J. Grant, Superintending Engineer, Trent Canal.

J. H. McClellan, Superintendent, Trent Canal.

C. D. Sargent, Engineer-in-Charge, St. Peter's Canal.

J. Armstrong, Chief Engineer, Hudson Bay Railway.

J. L. Weller, Engineer-in-Charge, Welland Ship Canal.

W. A. Hendry, Engineer-in-Charge, Dartmouth-Deans Branch I.C.R.

OFFICE OF THE CHIEF ENGINEER.

OTTAWA, ONT., April 1, 1913.

SIR,—I have the honour to submit my annual report for the fiscal year ending March 31, 1913.

Attached hereto will be found the annual reports of the Superintending Engineers of the several canals, the Engineer-in-Charge of Improvements at Sault Ste. Marie, the Superintendent of the Trent canal, the Engineer-in-Charge of the Welland ship canal, the Chief Engineer of the Hudson Bay railway and the Engineer-in-Charge of the Dartmouth branch line, Intercolonial railway.

CANALS.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 74 miles of canal with 48 locks and 1,155 miles of river and lake waters, or a total of 1,229 miles, the minimum depth of water being 14 feet. From Montreal to Duluth, at the south west of Lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. A summary of this route will be found in Part VII with details of the several works. At Port Arthur and at Fort William (about six miles apart), the Canadian Pacific railway gives connection westward and with the south at Fort William. A line of railway has been built from Fort William by the Grand Trunk Pacific railway to give communication with the Transcontinental railway and over that road from Winnipeg.

On this through route the approaches to the canals and the channels through the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation in the hands of competent pilots, both by day and night. In the cases of the Sault Ste. Marie, the Welland, the Cornwall, the Soulanges and the Lachine canals, they are well lighted throughout with electricity and are electrically operated. The Farrans Point canal is lighted with acetylene gas.

Of the minor systems, the Murray, Trent, Rideau and Ottawa River canals may be considered geographically as branches from the through route. In operation, however, these canals serve a distinct traffic of a more local nature. Isolated from these above mentioned systems, the navigation of the Richelieu river and Lake Champlain is effected by the St. Ours lock and the Chambly canal; while, in the far east, the Bras d'Or lakes of Cape Breton are made accessible from the Atlantic by the St. Peter's canal.

Detailed information respecting the several canals is contained in an appendix.

The work executed during the past year has been almost wholly of the nature of improvements and repairs to existing works, the exception being in the case of the Trent canal, where the construction of an extension of the present system to an outlet on Lake Ontario is in progress.

LACHINE CANAL.

On the Lachine canal the principal items of work have been the continuation of the rebuilding of the slope and vertical walls with concrete in the reach above Cote St. Paul lock, near Rockfield; the completion of the substructure of the Rockfield bridge and the erection of a Strauss bascule bridge with a 165 foot span; the installation of additional life protection devices consisting of iron ladders, fences, &c., and the

dredging and various minor repairs necessary as more particularly described in the Superintending Engineer's report herewith attached.

SOULANGES CANAL.

On the Soulanges canal the work of removing projections from the slopes and lining the latter with concrete was continued and is now completed, at any rate for the present. Further dredging was done at the site of the extension of the guard pier into Lake St. Francis. Ordinary repairs to locks, canal slopes, ditches, fences, &c., were carried out.

CORNWALL CANAL.

On the Cornwall canal, besides executing various repairs and renewals, a contract was let for the improvement of the lower entrance to lock 15. The work principally consists of the construction of new cribwork and concrete north and south entrance walls.

WILLIAMSBURG CANALS.

Construction on the long entrance pier below the Farrans Point lock, which will ensure safe navigation to upbound vessels through the treacherous eddy at this point, was continued.

At Morrisburg (Rapide Plat canal) the improvement of the lower entrance to lock 24, by widening and straightening the channel and constructing a timber and concrete approach wall on the north side of the entrance, was continued and is nearing completion.

At lock 28, Galops canal, the improvement of the upper entrance by the construction of a timber and concrete approach wall in the south side was completed and the work has already proved of great benefit to vessels using this lock.

MURRAY CANAL.

On the Murray canal, the dredging of certain high areas was continued and is practically completed.

WELLAND CANAL.

Messrs. Hogan and Macdonell's contract for improving the Port Colborne entrance was completed. A contract was entered into with M. J. Hogan for the removal of the old east entrance pier at Port Colborne, the extension of the east dock and the excavation of the entrance in front of the latter. This work is now in progress and the depth of water afforded will meet the requirements of the new ship canal.

PORT COLBORNE ELEVATOR.

As detailed in the Superintending Engineer's report, attached hereto, the government elevator handled 11,600,000 bushels of grain, as compared with 7,000,000 bushels in 1911, and 4,000,000 in 1910, and its net surplus in earnings for the season was over $28,000. This is a most satisfactory increase in business. The present elevator capacity is 800,000 bushels and a contract has been let, and is now under way, for the erection of an addition to the elevator which will provide a storage capacity of 2,000,000 bushels.

WELLAND SHIP CANAL.

Preparation of contract plans for this large work was carried on all year and tenders will shortly be called for. An interesting description of the ship canal route and general arrangements is given in the report of the Engineer-in-Charge, attached hereto.

SAULT STE. MARIE CANAL.

The extension, 300 feet in length, to the north entrance pier, for which a contract was let in 1911, was completed, and better accommodation for vessels is thus provided.

The work of widening the lower entrance channel on both the north and south sides was commenced and completed during the season.

The traffic statistics of both the Canadian and American canals show a large increase over last year or any previous year. The freight tonnage through the Canadian canal amounted to 39,664,874 tons, an increase of 28 per cent; passengers numbered 37,753, a decrease of 2 per cent, and the registered tonnage totalled 25,789,654 tons, an increase of 33 per cent.

RIDEAU CANAL.

Many repairs and renewals were carried out on this canal as detailed in the Superintending Engineer's report, atached hereto. The unusual rainfall during the whole season ensured a satisfactory depth of water for navigation, a rather unusual condition, as, during the later part of ordinary seasons, there is usually insufficient water owing to the limited area of the watershed upon which the canal is dependent for its water supply.

TRENT CANAL.

On the Trent canal, upon which new construction is in progress, the extent under operation remains the same as in the previous year, namely 160 miles, extending from Lake Simcoe to Healey Falls, a point sixteen miles below the village of Hastings. Owing to the unprecedented rainfall during the whole season, it was practically impossible to regulate the flow of water and many complaints of land flooding arose therefrom.

A considerable amount of repairs and improvement was executed upon the completed portion of the canal.

The construction of the Burleigh Falls dam was completed, as was the Rosedale section, consisting of a new canal cut across the narrow peninsula between Cameron and Balsam lakes, the construction of a new lock and dam, and the dredging of channels at the entrances.

Plans and specifications are in course of preparation for new dams at Nassau and Fenelon Falls.

The work of water conservation for the canal system by rebuilding and repairing the dams on the various northern tributary waters of the canal watershed has received careful attention.

ONTARIO-RICE LAKE DIVISION.

The construction of the Ontario-Rice Lake division is dealt with in an interesting and comprehensive report of the Superintending Engineer, which will be found in the appendices hereto.

This division, which extends from Trenton, on Lake Ontario, to Rice Lake, is 56½ miles in length and is divided for construction purposes into seven sections, all of which are under contract. It follows the River Trent and will comprise 9½ miles of canal, 13 miles of subaqueous channels, and 34 miles of deep river. The total rise between low water level on Lake Ontario and normal navigation level on Rice Lake is 369 feet, to be overcome by 18 locks. The river and canal levels will be controlled by 14 dams, and 18 bridges are required, all of which, except one, will be swing or bascule spans. Up to end of fiscal year, 16 locks, 10 dams, and 12 bridges have been built. The locks are concrete, with 8 feet 4 inches of water on the sills; they are 175 feet long between the hollow quoins and 33 feet wide, accommodating barges of 1,000

tons, about 150 feet long and 30 feet beam, drawing 8 feet of water. The work involved requires the removal of about 1,500,000 cubic yards of earth, 1,250,000 cubic yards of rock, loose and solid, and the building of about 400,000 cubic yards of concrete. The approximate cost is set down at $6,750,000, of which the estimated value of the seven contracts for the seven sections totals $5,100,000 on which there has been expended for work done and material delivered up to March 31, 1912, the sum of $3,503,422.18, or about 70 per cent of the estimated value at contract rates of the seven contracts. Details of the work done will be found in the above mentioned report of the Superintending Engineer.

HOLLAND RIVER DIVISION.

The government decided to abandon further work on this division, and accepted a surrender of the York Construction Company's contract on December 31, 1911. A special agreement was entered into with the York Construction Company for the execution of certain unavoidable work required before operations could be finally abandoned, and this work was completed in June last.

LAKE SIMCOE—GEORGIAN BAY DIVISION.

A thorough survey of the Severn river is under way with a view to preparing plans and specifications for canalizing the river to the same dimensions as the Ontario-Rice Lake division.

HYDROGRAPHIC SURVEYS.

Surveys are being carried on intermittently with the object of making a complete and reliable set of charts of the chain of lakes which form part of the Trent navigation. So far, very little of the field work has been plotted.

ST. PETER'S CANAL.

The construction of the new lock and entrance at the Atlantic end of the canal was proceeded with during the season without any interference with the navigation of the canal. The progress made on this work was disappointing, principally due to the continued extremely wet weather.

HUDSON BAY RAILWAY.

Contracts were let during the year for sections 2 and 3 to Mr. J. D. McArthur, thus placing under contract the whole line from The Pas to the Hudson Bay terminus, Port Nelson—420 miles.

At the end of this fiscal year, grading has been practically completed from The Pas to Mile 70 and clearing to Mile 185.

The bridge across the Saskatchewan river, at The Pas, consisting of four fixed spans of 147 feet in length each and a swing span of 262 feet in length, is rapidly nearing completion, the erection of the superstructure being well advanced.

A survey and engineering party went in to Port Nelson by Steamer Beothic last summer for the purpose of surveying, investigating and preparing preliminary designs of harbour development at this port. This party is engaged on this work at present.

DARTMOUTH BRANCH LINE.

This line from Dartmouth, N.S., to Upper Musquodoboit is 67 miles long and is under contract for construction to M. P. & J. T. Davis. Clearing was finished in 1912 and grading has been carried on at some ten or more points on the whole line where

the work was the heaviest. The progress made has been fair considering the difficulty experienced of an extremely wet season.

NORTHUMBERLAND STRAITS CAR FERRY.

A contract was let during the year to the Sir W. G. Armstrong, Whitworth Company of Newcastle-on-Tyne, England, for the construction of an ice breaking car ferry steamer to run between Cape Tormentine, N.B., and Carleton Point, P.E.I., a distance of 8 miles.

Plans have been prepared for harbour works, landing piers, &c., at these points and tenders are now being called for by advertisements for the same.

In addition to the supervision of the works of construction and operation, numerous investigations of a technical nature have engaged the attention of the members of this branch. These investigations arise from damage claims, the submission of plans affecting property or interests of this department, applications for leases, railway inspections for subsidy and guarantee bond purposes, &c.

I have the honour to be, sir,
Your obedient servant,

W. A. BOWDEN,
Chief Engineer.

A. W. CAMPBELL, Esq.,
Deputy Minister,
Department of Railways and Canals,
Otawa, Ont.

DEPARTMENT OF RAILWAYS AND CANALS.
QUEBEC CANALS,
SUPERINTENDING ENGINEER'S OFFICE.
MONTREAL, August 12, 1913.

SIR,—I have the honour to submit herewith my annual report on the works under my charge, for the fiscal year ended March, 1913.

This division comprises the Lachine and Soulanges Canals on the St. Lawrence route; the Ste. Anne, Carillon & Grenville Canals, on the Ottawa River and the St. Ours and Chambly Canals on the Richelieu river.

Of these the Lachine is by far the most important owing to immediate connection with the Harbour of Montreal.

LACHINE CANAL

Length 8½ miles, total rise 45 feet, 5 locks 270 ft. x 45 ft. with 14 ft. on sills, 5 old locks 200 ft. x 45 ft. with 9 ft. of water on sills, still available to navigation.

REPAIRS AND RENEWALS.

Besides the usual maintaining of the canal structures in good condition throughout the year, the following special items of work were performed.

Spare lock gates.—All the spare lock gates, which are kept underwater, were raised and put ready for emergency.

Mooring posts.—100 old wooden mooring posts were removed and replaced by heavy cast iron posts set in concrete bases.

Walls.—A piece of wall on the north side of the upper entrance above old lock No. 5, was practically rebuilt.

Concrete work.—A number of broken coupling stones on locks Nos. 1 and 2 were raised and replaced by blocks of reinforced concrete. A concrete retaining wall was built at the northeast corner of Black's bridge. Concrete sidewalks were laid at both ends of bridges Nos. 4 and 5. A ramp leading into St. Gabriel shed No. 4, was overhauled, the sidewall rebuilt with concrete and the roadway paved with granite blocks resting on a concrete foundation.

Buildings.—The Statistical Officer's office at lock No. 2, was remodelled, the walls burlapped and painted. A hot water furnace was also installed in it.

Life protection devices.—A permanent iron fence, set in concrete, was erected from the north end of Black's bridge to a point opposite the lower entrance to south lock No. 2. Another was set in the masonry at the south corner of lock No. 2. Similar fences were placed around the northeast and northwest corners of North Basin No. 1.

One hundred iron ladders were placed in the concrete and stone walls in the eastern division of the canal, the total number of such ladders at present installed is 887. They are formed of 9, 10 or 11 rungs.

Ninety-five life-saving sets, consisting of a wooden buoy, a rope 50 ft. long and a pole 22 ft. in length with a three prong grappling iron attached, were placed at various points along the entire length of the canal during the year.

Bridge gates.—Drop gates were installed at both ends of bridges Nos. 1, 2, 4 and 5.

OPERATION.

This canal was unwatered on the 1st, and re-opened for navigation on the 28th April, 1912. It was closed for the winter on the 5th December last.

Navigation was interrupted twice during last season, on account of accidents to lock gates.

At 5 p.m. on the 18th June, 1912, the SS. *Zapotee,* while being locked through lock No. 4, broke her moorings and, colliding with the south upper gate, threw it down. Repairs were completed the following day at 7 a.m.

Another accident took place on the 24th September last, at 5.45 a.m., when the S.S. *Nevada,* westward bound, collided with the lower gates of lock No. 3, causing serious damage to them. Another vessel, going in the same direction was in the act of going out of the lock at the time. She was carried down, stern first through the lock into the reach below. Neither of the vessels was seriously injured.

A new pair of gates were in working order at 1.30 p.m. on the 26th, navigation having been interrupted, as far as the larger craft were concerned, during 55 hours.

CAPITAL.

Concrete vertical walls.—This work which has been proceeding for several years, was continued by Messrs. Haney, Quinlan & Robertson, during last summer. Some 6¾ miles of walls had been laid at the expiration of the contract, on the 1st December, 1912.

A new contract for the balance of the work was awarded to Messrs. Hugh Quinlan, Angus W. Robertson & Roger Miller, on the 1st April, 1913.

Bascule bridge at Rockfield.—This bridge, which is of the bascule type, is now practically completed. Its span is 165 ft. and provision has been made for a double track of street railway over it.

The concrete substructure was done under contract by Messrs. Haney, Quinlan & Robertson and the superstructure manufactured and erected by the Dominion Bridge Co.

Improvements at lock No. 4.—This work consists of removing a portion of the south bank forming an outward curve above lock No. 4, building a new power station, &c.

Some land required for the improvements having only been secured towards the end of the last fiscal year, nothing could be done during 1912-13, but at the time of writing, the work is well under way.

DREDGING.

The dredging fleet came out of winter quarters on the last day of April, 1913, and two days later, was engaged removing stone blasted off the banks of the canal near the Canadian Pacific railway swing span at Lachine. The vessels left for the head of the Soulanges canal on the 1st of June and resumed work in connection with the protection works at that point.

Some dredging was also done in connection with the concrete lining of the Soulanges canal slopes between locks Nos. 3 and 4.

On the 15th October, the fleet returned to the Lachine where it was engaged dredging at various points until it went into winter quarters on the 23rd November.

REPAIRS TO VESSELS.

The Quebec Canals Dredging Fleet comprises two tugs, the *Frank Perew* and the *Carillon,* one steam spoon dredge, one steam derrick, two dump scows, thirteen flat scows and a floating storehouse.

The machinery in both the tug *Frank Perew* and the steam dredge and the hulls and decks of most of the other vessels were carefully overhauled and repaired during last winter.

SOULANGES CANAL.

Length 14 miles, 5 locks 270 x 45 feet, 15 feet of water on the sills, total rise 84 feet.

REPAIRS AND RENEWALS.

Locks.—The stony sluices of lock No. 1 were taken out during the winter and the tracks and rollers renewed.

Cast-iron mooring posts.—Twenty of the mooring posts between locks Nos. 4 and 5, which had been displaced by vessels' lines, were dug out and the concrete blocks in which they are set increased in size.

Ditches.—3 miles of ditches were deepened during last summer, viz:—1 mile on the south bank below lock No. 3 and 2 miles between St. Emmanuel bridge and lock No. 5.

Canal slopes.—A considerable quantity of stone from the canal quarry was placed on the slopes to replace the original stone lining which is gradually falling down to the bottom of the canal.

Fences.—3 miles of fence were renewed between St. Dominique bridge and lock No. 4.

Range lighthouse.—One of the range lighthouses at the foot of the canal, which had become out of plumb, was reset and its base strengthened.

Painting.—The following structures were painted during the year:—Bridge on the road from Cascades Pt. to Vaudreuil, fences at the upper entrance, the outside of the Overseer's house, 4 range light houses, the inside of the Statistical Officer's office and also all the electric line posts, 150 in number.

Derricks.—Two hand derricks of over 5 ton capacity were built for the purpose of handling the steel stop logs provided during the year.

OPERATION.

Navigation was conducted without any interruption on this canal during last season.

A collision took place on September 9, 1912, between the steamer *Dundurn* and the steamer *Port Colborne* in the vicinity of the St. Dominique swing bridge. As a result of it the *Dundurn* struck the pivot pier of the bridge with such force as to tilt several inches; the superstructure was also considerably damaged. However, owing to the fact that the swing was almost fully open at the time, the channel was not blocked and navigation went on uninterruptedly.

CAPITAL.

The syphon culvert which passes the waters of Rivière a la Graisse under the Soulanges canal, having been made too small to quickly let these waters through in times of flood, a number of small bridges on adjoining farms had been destroyed. Five of them were replaced during the year. The abutments are made of concrete and the floor consists of iron beams supporting a reinforced concrete slab.

Steel stop logs.—Eighteen trussed steel stop logs were purchased last year for lock No. 1, in anticipation of heavy repairs to be done in connection with the sill and gates of this lock and also for future use in case of a break. They are calculated to resist, with safety, the pressure of 26 feet of water.

Stopping leaks and trimming slopes.—Messrs. Haney, Quinlan & Robertson resumed work on this contract on June 13, 1912, and ceased operations on the 26th October following, having during that period lined 6,770 lineal feet of slope.

The whole of the lining was done on the south side, the really dangerous sections of which have now been made safe. The various sections thus treated aggregate 22,409 feet in length. This work may be considered finished for the present, but, eventually it will become necessary to continue it on account of the gradual washing away of the soft clay forming the slopes, by the waves created by passing vessels.

Protection works at upper entrance.—At the end of last year, the contractors had not yet commenced operations. As for the dredging in connection with this contract, it is being done by the department. Our dredge No. 2 was at work here for a month or so and our clam shell dredge about twice as long. The total quantity of material removed from the channel was about 8,000 cubic yards.

STE. ANNE'S LOCK.

Length ½ mile, one lock 200 x 45 feet, 9 feet of water on the sills. Old lock still available 200 x 45 feet, 6 feet of water on the sills.

REPAIRS.

Nothing but ordinary repair work was done here during the year. The banks of both entrances, the locks and lock gates, the two piers of the south channel and the

mooring pier at Ile aux Tourtes, the Superintendent's and Statistical Officers' houses, &c., received the necessary attention.

OPERATION.

Navigation was not interrupted here during the season.

Owing to the very heavy increase in the lockages through the single lock here, due to the passage of a large number of barges bringing sand from the lake of Two Mountains to Montreal, and also to motor boats running up and down between this lake and lake St. Louis, it has become imperative to install electric motors for the operation of the lock gates.

An amount will be placed in the estimates next session for the purpose.

CARILLON AND GRENVILLE CANALS.

Carillon Canal.—Length ¾ mile, two locks 200 x 45 ft., 9 ft. of water on the sills, total rise, 16 ft.

Grenville Canal.—Length 5¾ miles, five locks 200 x 45 ft., 9 ft. of water on the sills, total rise 43¾ ft.

REPAIRS AND RENEWALS.

Besides keeping the locks, buildings, roads, &c., in good repair, very little was done here under the above head during the last fiscal year.

The only item worth mentioning was the taking apart and rebuilding of two pairs of spare gates for lock No. 2 and lock No. 5 respectively.

INCOME.

Carillon Dam.—On account of high water it has been found impossible to undertake the lengthening of the apron of a section of this dam during the last fiscal year. Most of the timber required has, however, been purchased, and it is the intention to begin the work as soon as the condition of the river will permit.

ST. OURS LOCK.

Length ⅛ mile, one lock 200 x 45 feet, 7 feet of water on the sills, rise 5 feet.

REPAIRS.

Under this head there is nothing to record, except the maintaining of the structures in good repair.

INCOME.

Removing boom piers.—The three last remaining cribwork piers along the east side of the lower entrance were removed last fall and piles driven on their sites for the foundation of the proposed new concrete piers. Owing, however, to the continued high water, nothing further could be done. This work will be completed during the fall of 1913.

CHAMBLY CANAL.

Length 12 miles, 9 locks 118 x 22½ feet, 6½ feet of water on sills, total rise 74 feet.

REPAIRS AND RENEWALS.

The most important items of work done under this head during the last fiscal year were:—1st, the renewal of the bottom of locks Nos. 2 and 4, the old planking

being removed and replaced by concrete; 2nd, the cleaning, by the sand blasting process of three steel swing bridges; 3rd, the completing of the lodgings of the keeper of bridge No. 3; 4th, the installation of two electric motors, one of 40 horsepower in the sawmill and the other of 10 horsepower to run our large wood planer.

INCOME.

New electric station.—As reported last year, this station was fully completed and equipped with the exception that the switchboard had not been received.

The lighting of the canal with incandescent, instead of arc lamps, has proved a success. There are 268 60 c.p. lamps, placed about 400 feet apart in the reaches, 2 at each bridge and 4 at each lock.

St. Johns wharf.—The new wharf built here in 1911 was partly filled in last year with material dredged out of the canal entrance and from the bed of the river in front of the wharf.

The work will be completed in 1913.

Dump scow and spare gates.—A small dump scow of some 50 cubic yards capacity and a pair of spare gates were constructed at our own shops during last winter.

OPERATION.

This canal was opened to navigation from May 1 to December 1, 1912, without interruption.

BEAUHARNOIS CANAL.

REPAIRS.

Hungry Bay Dyke.—This dyke and the highway on top of it have been carefully maintained during last year, and about 100 tons of crushed stone placed along it for future repairs.

INCOME.

Removal of obstruction in the Lost Channel.—The remains of the stone piers of an old bridge, which formerly spanned the Lost Channel between the mainland and the Grand Isle de Beauharnois, near St. Timothy, and which was replaced by a steel span built by the Department fifteen years ago, were removed last summer.

The disappearance of those obstructions will prevent ice jams, which were a danger to the present bridge every spring. It has already proved beneficial to the mills using this channel as a tail-race.

Lake St. Francis.—Protection of shores.—Owing to the scant fall of snow in the beginning of last winter, it was impossible to haul stone for this work until February, 1912, and work could only be carried on up to the last week in March. During that period, protection walls were built as follows:—south shore, 2,500 lineal feet, north shore, 1,620 lineal feet.

Hungry Bay Dyke Road.—The section of this road extending from the western limit of the town of Valleyfield and the eastern end of Hungry Bay, some 3500 feet in length, was macadamized during the summer and fall of 1912, the crushed stone being supplied under contract by Mr. V. Lamothe and the preparing of the road bed, the spreading and rolling of the metal being done by days' labour.

SURVEYS AND INSPECTORS.

The general plan of the upper section of the Soulanges Canal has been completed and the balance of this plan is now ready to ink in.

During last summer, a survey of the Government property from the head of the Beauharnois Canal to Knight's Point on Lake St. Francis, was also made and plotted.

CANAL STORES.

The inspector of canal stores in this Division reports a marked improvement in the bookkeeping at all our stores. The stocks have been considerably reduced and the methods now followed in receiving materials and delivering them out of the stores make for economy and the prevention of waste.

The works under the head of Capital and Income, on the Lachine Canal, are under the immediate supervision of Lt. Col. H. R. Lordly, C.E., and Mr. L. S. Pariseau, C.E., is in charge of Capital and Income work on the other canals in this Division.

I have much pleasure in stating that both of them, and the engineers under them, have discharged the duties entrusted to them during last year in a manner creditable to themselves and very satisfactory to me.

I have the honour to be,
Sir,
Your obedient servant,

ERNEST MARCEAU,
Suptg. Engr. Quebec Canals.

W. A. Bowden, Esq.,
Chief Engineer, Railways and Canals,
Ottawa, Ont.

LACHINE CANAL.

Statement showing the depth of the river water on the mitre sills of new lock No. 1 at lower entrance and new lock No. 5 at upper entrance during the fiscal year ending March 31, 1913.

Months.	New Lock No. 1, Lower Sill.				New Lock No. 5 Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1912.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	37	0	21	5	18	11	14	8
May	23	6	19	0	19	11	18	0
June	23	7	18	2	20	10	17	8
July	18	2	15	10	17	8	16	3
August	16	2	15	2	16	4	15	9
September	15	8	15	1	16	0	15	8
October	16	7	14	5	16	5	15	2
November	19	1	15	9	17	10	15	6
December	18	11	16	0	17	4	15	6
1913.								
January	31	8	16	9	19	1	15	9
February	34	5	29	1	17	5	15	8
March	38	10	27	0	19	10	15	5

SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sill of lock No. 1 at lower entrance and lock No. 5 at upper entrance during the fiscal year ending March 31, 1913.

Months.	Lock No. 1, Lower Sill.				Lock No. 5, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1912.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	22	3	19	9	17	8	16	0
May	22	2	19	4	18	2	17	0
June	22	2	19	2	18	2	17	3
July	18	11	17	0	17	3	17	0
August	18	1	17	7	17	0	16	9
September	17	8	17	6	16	9	16	9
October	18	2	17	3	16	9	16	6
November	19	2	17	9	18	0	16	3
December	18	9	18	1	16	7	17	2
1913.								
January	20	9	18	5	18	0	16	6
February	21	4	20	0	18	0	16	8
March	22	5	20	0	18	4	16	8

CHAMBLY CANAL.

STATEMENT showing the depth of the river water on the mitre sills of lock No. 9 at lower entrance and lock No. 1 at Upper entrance during the fiscal year ending March 31, 1913.

Months.	Lock No. 9, Lower Still.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1912.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	22	0	13	2	13	6	9	7
May	17	3	15	0	12	7	11	2
June	17	1	12	11	12	1	9	11
July	12	7	10	1	10	1	8	5
August	10	8	9	2	8	10	7	9
September	11	4	9	11	8	8	7	9
October	12	4	10	5	9	2	7	11
November	14	8	11	8	10	0	8	8
December	13	10	11	5	10	9	9	2
1913.								
January	15	10	10	9	10	5	9	2
February	15	7	13	8	10	5	9	3
March	21	2	12	0	13	10	9	0

ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of the St. Ours lock during the fiscal year ending March 31, 1912.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1912.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	24	7	12	6	19	8	9	8
May	17	4	13	11	13	7	11	11
June	17	6	11	6	13	7	10	5
July	11	2	8	8	10	7	9	0
August	9	4	7	8	9	10	8	4
September	8	9	7	7	10	6	9	9
October	10	2	7	1	11	4	10	0
November	12	9	9	0	12	10	11	1
December	13	0	9	10	11	11	9	2
1913.								
January	16	4	10	11	12	6	9	0
February	15	0	12	6	11	0	10	0
March	22	3	13	6	17	3	9	7

CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1 at lower entrance and Lock No. 2 at upper entrance during the fiscal year ending March 31, 1913.

Months.	Lock No. 1, Lower Sill.				Lock No. 2, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1912.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	18	0	12	5	17	7	10	3
May	20	0	16	8	19	10	16	0
June	20	3	15	6	19	10	15	4
July	15	4	13	1	15	3	12	4
August	13	2	12	5	12	3	11	7
September	12	8	12	5	11	9	11	5
October	14	0	11	11	13	6	10	3
November	15	11	13	7	15	4	13	5
December	15	4	13	6	17	2	13	6
1913.								
January	14	8	13	5	19	4	12	5
February	14	8	13	7	16	9	13	2
March	19	9	14	1	16	10	12	0

GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 3 at lower entrance and Lock No. 7 at upper entrance during the fiscal year ending March 31, 1913.

Months.	Lock No. 3, Lower Sill.				Lock No. 7, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1912.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	21	8	14	5	18	10	10	3
May	24	8	20	6	21	4	17	8
June	26	9	18	0	21	5	16	2
July	18	6	15	1	15	11	12	6
August	15	1	14	2	12	7	11	9
September	14	4	13	11	11	11	11	0
October	16	7	13	8	14	0	11	1
November	18	11	16	4	16	7	14	0
December	19	11	16	1	14	6	12	10
1913.								
January	22	2	15	4	13	11	12	7
February	22	8	17	3	13	2	11	10
March	24	2	17	6	19	0	11	6

STE. ANNE'S LOCK.

STATEMENT showing the depth of the river water on the mitre and mud sills of Ste. Anne's Lock, at the lower and upper entrance during the fiscal year ending March 31, 1913.

Months.	Lock No. 1, Lower Mitre.				Lock No. 1, Mud Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1912.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	14	2	10	2	15	11	10	11
May	15	8	13	0	17	8	14	11
June	15	10	12	7	17	10	13	11
July	12	5	11	3	13	8	11	9
August	11	11	10	9	11	8	11	2
September	10	11	10	9	11	4	11	2
October	11	4	10	4	12	7	10	10
November	12	8	11	2	14	3	12	6
December	12	6	11	4	13	5	12	0
1913.								
January	13	7	11	2	12	11	11	9
February	12	11	11	5	12	5	11	10
March	15	6	11	8	16	9	12	0

SESSIONAL PAPER No. 20

STATEMENT showing the date of closing and opening of the Quebec canals for season of 1912-13.

Name.	Opening.	Closing.
Lachine Canal	May 1, 1912.	December 5, 1912.
Soulanges Canal	April 28, 1912.	" 6, 1912.
Chambly Canal	May 1, 1912.	November 30, 1912.
St. Ours Lock	May 1, 1912.	" 30, 1912.
C. & G. Canals	May 1, 1912.	" 30, 1912.
Ste. Anne's Lock	April 25, 1912.	" 30, 1912.

W. A. BOWDEN, ESQ., C. E.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

DEPARTMENT OF RAILWAYS AND CANALS.
ONTARIO—ST. LAWRENCE CANALS,
SUPERINTENDENDING ENGINEER'S OFFICE.
CORNWALL, April 1, 1913.

SIR,—I have the honour to submit my annual report on the maintenance and operation of the Ontario-St. Lawrence Canals for the fiscal year ending March 31, 1913.

The Ontario-St. Lawrence Canals comprise the Cornwall, Farran's Point, Rapide Plant and Galops Canals, the North Channel below Prescott, on the St. Lawrence Route, and the Murray Canal between the head of the Bay Quinte and Brighton Bay on the north shore of Lake Ontario.

CORNWALL CANAL.

The Cornwall Canal was opened for navigation on April 29, and closed December 10th.

Accidents.—On Monday evening, May 27, the Imperial Oil Company's steam barge *Imperial,* downbound, entered Lock No. 17 at too high a rate of speed and carried away both lower gates. The rush of water from the upper level carried out both upper gates, breaking the fastenings to lock walls. The spare gates, which are stored in the river at the foot of old canal, were carried out into deep water by the flood from above, rendering them difficult of access, and this fact and the necessity of removing a very large quantity of gravel from lock, coupled with extremely bad weather conditions, rendered the work of repair unusually slow, and navigation was not resumed till Friday afternoon, May 31st.

On June 5th, the steamer *India,* belonging to The Calvin Co., downbound, collided with the south lower gate of lock No. 20, forcing the gates apart about three feet at the top and very nearly carrying them out.

The upper gates were speedily closed and the water lowered in lock. The damaged gate, which was badly strained, was taken out, examined, and restepped, and again brought into use. Navigation was interrupted about 10 hours.

RENEWALS AND REPAIRS.

The masonry coping on south side lock No. 15 was lifted, reset, and reinforced behind with concrete throughout its entire length.

The coping of masonry approach wall west of the Cornwall bridge on the south side of canal was reinforced behind with concrete for a length of 650 feet.

While the canal was unwatered in the month of April, 675 lineal feet of riprap west of Cornwall bridge on the north side was rebuilt and faced with concrete.

Eight iron mooring posts set in concrete were placed along the south of basin between locks 15 and 17, and six on the south bank above lock No. 18.

A pile and timber approach to dock at Mille Roches was constructed to aid vessels in approaching and leaving this dock. The work was done by the canal repairs staff.

A steel highway bridge was constructed under contract with the Hamilton Bridge Works Co., and placed in position across old lock No. 17 to replace the old wooden pontoon bridge, which had reached a stage beyond repair.

A new wooden pontoon, 30 ft. x 20 ft., was constructed by the canal repairs staff for the purpose of lifting out the bridge to admit vessels to the repairing basin below. It is very satisfactory.

The work of enlarging and improving the repairing basin between old locks No. 16 and No. 17, commenced in 1911, was completed during the summer of 1912.

This basin now has a total area for the docking of vessels of 260 feet x 300 feet, and is greatly appreciated and constantly used by owners of vessels of all descriptions in need of repair.

The four gates badly damaged by str. *Imperial* were rebuilt and are being held in readiness as spare gates for locks No. 15 and No. 17.

The lower gates of lock No. 20, damaged by str. *India,* were taken out on November 18, and replaced with the spare gates.

The damaged gates were placed in repair basin and thoroughly overhauled and repaired during the winter.

Spare gates for locks No. 18 and No. 20 were thoroughly repaired and painted.

The seven new automatic emergency gates for the supply weir at the Guard Gates, which were constructed about a year ago, will be placed in position before the opening of navigation this month. The gates are constructed of oak timbers reinforced with steel I-beams.

The buildings at all of the locks throughout the canal received one coat of paint.

Ordinary repairs to lock gates, structures of all kinds, and rip-rap, were carried out during the year, as well as the cleaning of ditches, cutting of weeds, &c.

Improvements.—A contract was entered into with Mr. G. R. Phillips in June, 1912, for the improvement of the lower entrance to lock No. 15.

The work consists of the removal of the old north entrance wall below the lock for a distance of about 300 feet, and the construction of a new cribwork and concrete entrance wall, 570 feet in length, on a new location, the rebuilding of the lower wing walls of lock and also the tearing down and rebuilding of the south entrance wall.

The work when completed will provide a safer and easier approach to the canal from the river and provide increased harbour room without interfering with the channel now used by vessels passing down the river.

THE WILLIAMSBURG CANALS.

The Williamsburg canals were opened for navigation on April 29, and closed on December 13, and were operated throughout the season without serious damage and without any delay to navigation.

Accidents.—The steamer *McVittie,* owned by the Ogdensburg Coal and Towing Company, struck the south wall at the lower entrance to lock No. 23, Rapide Plat canal, on September 12, displacing the coping stones for a length of about 80 feet.

The sum of $200 has been deposited by the owners of this vessel to cover cost of repairs, which will be made before the opening of navigation this month.

The location of the entrance piers to this lock, coupled with the strong and variable current in the river, make this lock difficult of approach under a proper rate of speed and frequent collisions with the entrance walls result.

Renewals and repairs.—Forty-nine iron mooring posts, set in concrete bases, were placed along both sides of lock No. 22, Farran's Point canal, and the old wooden posts removed. Fourteen posts of the same description were also placed along the south side of lock No. 28, Galops canal.

Stop logs were provided and placed in the north wheel pit of town power house at Iroquois, and the wheel pit pumped out to enable town to make extensive repairs to water wheel.

Six reinforced concrete culverts were constructed over the government ditch west of Iroquois to replace old wooden bridges badly decayed.

The upper gates of lock No. 27, Galops canal, were taken out, before opening of navigation, and replaced with a new pair.

A new floor was placed on the large supply weir at this lock.

The upper gates of lock No. 28, which had been removed after the close of navigation in 1911 and repaired during the winter, were placed in position before the opening of navigation.

Two watering places for cattle were constructed at the north channel below Prescott to compensate farmers for being deprived of access to the river for this purpose by the construction of this work.

Ordinary repairs to gates, lock houses, bridges, weirs and riprap were attended to, as well as the cleaning of ditches and cutting of grass and weeds, &c.

FARRAN'S POINT CANAL—IMPROVING LOWER ENTRANCE.

Work upon this contract, which was entered into with the Randolph MacDonald Co., Ltd., on the 22nd May, 1911, and which provides for the extension of the north-east entrance pier a distance of 1,140 feet, was commenced on the 17th June, 1911. and continued throughout the following winter.

In the spring of 1912, a large number of concrete blocks were made, but, owing to the extremely high water in the river, the work of levelling cribs to receive the concrete walls was not commenced till the latter part of August, after which date the work was vigorously prosecuted and good progress was made. During the past winter a portion of the top of old cribwork was removed and the work of levelling and repairing this old cribwork to receive concrete walls was commenced on March 15th. and is still in progress. The work on this contract will be completed before the end of the present season.

RAPIDE PLAT CANAL—IMPROVING LOWER ENTRANCE TO LOCK NO. 24.

Work on this contract, which was entered into with Messrs. Roger Miller & Sons on September 2nd, 1911, was commenced on September 28th, 1911, and continued without interruption till January 17, 1912, when it was closed for the season.

Work was resumed on April 15th, 1912, and good progress was made throughout the season.

The work as designed comprises the widening and straightening of the canal immediately below the lock and the construction of a timber and concrete approach wall on the north side of the lower entrance to lock. With the exception of the dredging, the work is nearing completion, and it is confidently expected that the whole of the works embraced in this contract will be completed by the end of the present season.

GALOPS CANAL—IMPROVING UPPER ENTRANCE TO LOCK NO. 28.

Work on this contract, which was entered into with the Randolph MacDonald Co., Ltd., on June 30, 1911, was commenced in July, 1911, and finally completed in a satisfactory manner on October 26, 1912.

The work as originally designed provided for the construction of a timber and concrete approach wall on the south side of the upper entrance to Lock No. 28, used by all down bound vessels of too great a draft to pass through the Galops rapids. Later it was considered prudent to reduce the length of this wall by about 200 feet, owing to leaks developing in the canal bank where it joined the old river shore. The condition of the bank at this point was such as to cause some apprehension as to its security.

but by the exercise of constant care and watchfulness the work was successfully carried to completion.

The final estimate for this work has been paid.

The work has proved very beneficial to vessels using this lock and has been highly commended by vesselmen.

The position of this lock, which is open to the river at each end, and unprovided with guard gates which can be used when a down bound vessel is entering lock, made it imperative that some means be provided for closing the lock in the event of an accident to the gates.

A contract was accordingiy entered into with the Dominion Bridge Company for the construction of three steel lattice box girders designed to be placed, in case of emergency, in the stop log checks at the head of lock, and supply support for a timber dam. These girders have been constructed and delivered, but machinery for handling them has not yet been installed.

MURRAY CANAL.

The Murray canal was opened for navigation on April 22, and closed on December 16.

Accidents.—On August 18, barge *Recruit* loaded with stone, in tow of str. *John Rolph,* west bound, collided with canal dock near Smithfield road bridge, tearing a large hole in starboard bow and sinking her on the spot. Both boats were owned by the Pointe Anne Quarries, Limited, of Toronto.

After inspection by owners it was decided best to blow her up and remove her by dredging. This was accordingly done.

No delay was occasioned to navigation and no damage was done to dock at time of collision. Some damage was done to dock during the work of removing barge, and the cost of necessary repairs was paid by owners of vessel.

Renewals and repairs.—All of the swing bridges on this canal received one coat of paint. Necessary repairs were made to riprap, roads on canal banks, fences and gates. All of the catch water and off-take ditches were kept clean and in good repair, and minor repairs were made to bridges and houses. The barn at foreman's house received much needed repairs and was also painted.

Improvements.—A contract was entered into with Messrs. S. McLellan and J. Whitley on October 19th, for the erection of a bridgetender's residence at the C. O. railway bridge.

Work on this contract was immediately commenced and carried to completion in a very satisfactory manner on January 19th, 1913.

The final estimate for this work has been paid.

A contract having been awarded the MacDonald Contracting Co., Limited, for the removal of certain high areas in the bottom of this canal, work was commenced on October 4th and continued until November 29th, when it was closed for the season. There still remains of this work a small area at the east end of the canal to be covered and some boulders to be removed west of the Brighton Road bridge, and this work will be completed early this season.

Payment for this work was made by the hour for the plant employed and the work was diligently prosecuted and carried on in a very satisfactory manner by the contractor.

A survey is now in progress with a view to ascertaining the extent and cost of the work necessary to provide a navigable depth of 14 feet in this canal at low water stage in Lake Ontario. As originally designed and constructed, this canal provided for a depth of 11 feet only at the low water stage of Lake Ontario.

The large increase of traffic through this canal during the past four years and the increasing number of vessels of the larger class using this waterway would seem to warrant the deepening of this canal to permit vessls using it to load to St. Lawrence canals draft and vessel owners are urgent in their demands that this be done.

Attached are statements of fines and damages collected and record of highest and lowest water in river at each of the canals.

I have the honour to be,
Sir,
Your obedient servant,

C. D. SARGENT,
Superintending Engineer.

W. A. Bowden, Esq., C.E.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Ontario.

STATEMENT of Fines and Damages in connection with 'Ontario-St. Lawrence Canals' during Season of 1912.

CORNWALL CANAL.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
	1912.		$ cts.	$ cts.		
17	May 27	Steamer Imperial	8,015 36		Imperial Oil Co	Paid.
20	June 5	Steamer India	712 36	100 00	Calvin Co	"
17	" 12	Steamer Black Rock		40 00	Pendleton Bros	"
15	Aug. 12	Barge Ungava		10 00	Montreal Transportation Co	"
18	Sept. 16	Steamer McVittie	26 10		Ogdensburg Coal & Towing Co	"

WILLIAMSBURG CANAL.

23	Sept. 12	Steamer McVittie	200 00 (Estimated).	25 00	Ogdensburg Coal & Towing Co	Paid.
25	Nov. 12	Steamer Edwards		20 00	Ottawa Transportation Co	"

MURRAY CANAL.

	Aug. 17	Barge Recruit	142 86		Point Anne Quarries Co	Paid.

RECORD of Highest and Lowest Levels of Water on the 'Ontario-St. Lawrence Canals' for the Year ending March 31, 1913.

Months.	Cornwall Canal.				Farran Point Canal.				Rapide Plat Canal.				Galops Canal.				Lift Lock.		Murray Canal.	
	Lock 15.		Lock 21.		Lower Lock 22.		Upper Lock 22.		Lock 23.		Lock 24.		Lock 25.		Lock 27.		Lock 28.			
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
1912.																				
April	21·6	15·7	16·9	14·8	18·9	16·7	19·2	17·0	18·4	15·7	17·6	15·0	21·6	17·8	17·0	14·6	18·0	14·5	13·9	12·6
May	17·1	15·7	16·9	16·0	19·2	18·2	19·7	18·4	18·9	17·7	18·4	16·7	21·8	20·5	17·0	16·3	18·3	17·6	14·7	13·7
June	17·1	16·1	17·2	16·8	19·3	18·7	19·8	19·1	19·0	18·3	18·8	17·9	22·2	21·4	18·0	17·0	19·0	18·0	14·8	14·4
July	16·1	15·8	16·9	16·4	18·9	18·4	19·4	19·0	18·6	18·0	18·3	17·1	21·6	20·8	17·4	16·3	18·2	17·5	14·4	13·9
August	15·9	15·6	16·9	16·1	19·0	18·2	19·2	18·4	18·5	17·7	18·0	17·3	21·3	20·5	16·8	16·4	18·0	17·0	14·1	13·7
September	16·0	15·5	16·4	15·8	18·7	17·9	18·8	18·1	18·2	17·4	17·5	17·0	20·8	20·0	16·4	16·0	17·4	17·0	13·9	13·5
October	16·3	16·0	16·4	15·7	18·7	17·7	18·8	17·9	18·0	17·2	17·7	16·8	20·9	19·8	16·8	15.6	17·6	16·6	13·5	13·0
November	15·8	15·2	16·5	15·2	18·6	17·3	18·9	17·6	18·5	17·1	17·8	15·8	20·9	18·8	16·4	15·2	17·4	16·8	13·9	13·0
December	15·9	15·2	16·6	15·7	18·9	17·7	19·2	18·0	18·7	16·9	18·1	16·3	21·5	18·8	17·0	15·8	18·0	16·8	13·8	13·2
1913.																				
January	17·9	15·4	17·0	15·1	19·0	17·6	19·3	17·9	18·7	17·0	18·1	16·0	21·8	19·0	17·0	15·3	18·0	16·3	14·3	13·3
February	30·9	16·5	17·5	15·7	19·6	17·9	20·0	18.1	19·4	16·9	17·7	16·0	22·4	19·0	18·0	15·5	19·0	16·5	14·2	13·7
March	28·7	17·7	17·5	15·5	19·6	18·0	20·0	18·2	19·2	17·0	18·8	16·6	22·0	19·8	17·5	15·3	18·9	16·3	14·8	13·6

WELLAND CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
ST. CATHARINES, July 19, 1913.

SIR,—I have the honour to report upon the maintainance and the operation of the Welland Canal and its branches for the fiscal year ending March 31, 1913.

NAVIGATION SEASON.

The canal opened for navigation on April 22 and closed December 19, 1912.

ACCIDENTS.

On the 20th June, 1912, the steamer *La Canadienne,* bound up, carried away the four gates of lock No. 22. Three children who were standing on the bank below were swept by the rush of water into the side pond and were drowned. Repairs to the lock were quickly made, four spare gates being placed and navigation resumed in eighteen hours. The steamer, which was badly damaged, sank in the level below and was raised on June 25th by the canal repair staff and placed in dry dock at Port Dalhousie.

Another serious accident occurred on August 2, 1912, when the steamer *W. M. Egan,* bound up, collided with the head gates of lock 23. All four gates were carried out. They were replaced by spare ones and navigation resumed in twenty-two hours.

On August 16, 1912, what might have proved a very serious accident was averted by the Gowan Safety Device, installed at lock No. 24. The steamer *Packer,* moving with considerable speed, collided with the head gates, which, but for the device, would have been carried out. One gate was badly twisted and the hanging gear broken. Temporary repairs were made and navigation resumed after four hours' delay. Later on the damaged gate was replaced by a spare one.

The steamer *Samuel Marshall,* up bound, on November 1st, carried away the upper gates at lock 13. Spare gates were placed and navigation resumed after fifteen hours' delay.

SLIDES.

During low water in February, two slides occurred on the Summit Level, one about 700 feet long on the west side of the canal, about one-half mile north of Welland aqueduct, and the other on the east side of the canal at the south end of the Deep Cut. Arrangements have been made with M. J. Hogan to have these removed sufficiently to provide safe navigation before the opening of the canal.

IMPROVEMENTS.

A contract was entered into with Messrs. James Battle and N. W. Gowan, for the supply of steel castings forming the Gowan Safety Device. Sufficient were supplied to equip five locks, and it is the intention to equip five more this year. In March, 1913, the water was drawn off and the masonry of the locks prepared for the installation of the device. Tre device having proved its effectiveness at lock 24, it is anticipated serious accidents will be averted at the locks where it is installed, and where the resulting damage in case of an accident would be very great.

PORT COLBORNE.

Messrs. Hogan and Macdonell completed their contract, entered into in 1900, which covered the bulk of the improvements made at Port Colborne. A contract was entered into with M. J. Hogan for the removal of the old east entrance pier and the extension of the east docking, together with the excavation of the entrance in front of the extension. This work is in progress, the depth of water afforded will meet the requirements of the ship canal.

The government elevator showed a large increase in business, handling 11,600,000 bushels of grain, as compared with 7,000,000 bushels the previous year. The above record was surpassed by only one other lake elevator, which had about three times the storage capacity. The need of additional storage capacity was badly felt and considerable business offering had to be turned away. A contract was entered into with the Dominion Bridge Company for the erection of an addition to the elevator, which will, when completed, give a storage capacity of 2,000,000 bushels.

The receipts for handling grain paid all operating and repair expenses for the year and left a net surplus of over $28,000.

REPAIRS, NEW CANAL.

Ordinary repairs to the structures on the New canal were carried out during the year. Lock No. 5 was unwatered in March, 1913, and the foundation of the lower recess, which had been undermined, repaired in concrete. The foot bridges over locks Nos. 3, 4 and 5 weirs, which were badly decayed and unsafe, were replaced by reinforced concrete bridges.

REPAIRS, OLD CANAL.

The Old canal was unwatered for two weeks at the end of May, and repairs were made to the under water structures. The foundations of both recess of lock 24, and the upper recess of lock 23, as well as the foundation of lock 24 weir, which were badly undermined, were repaired in concrete.

A reinforced concrete highway bridge was built over the hydraulic races at lock 4 to replace the wooden structure, which was badly decayed and dangerous to those using it.

A reinforced concrete spillway was built near lock 4, from hydraulic race No. 2 to No. 4. The old spillway had been out of commission for some years and the necessity of such a safety valve was badly felt. The spillway between races one and two was rebuilt.

A new shop with concrete walls was built at lock 21 gate yard, to replace the old one, which was in tumble down condition.

While the water was drawn, the city of St. Catharines laid a new two foot water main across the canal and hydraulic races in the vicinity of lock 4. Various repairs were made by the mill owners to their works.

Sufficient repairs were made to under water works to avoid the necessity of drawing water during the coming year, a feature which is appreciated by the mill owners.

WELLAND CANAL FEEDER.

Early in April, an unprecedented flood occurred on the Grand river (the water rising some eight inches higher than any previous record) and causing heavy damage to canal works at Dunnville and Port Maitland. The cost of repairing the damage amounted to about thirteen thousand dollars ($13,000).

A repetition of last year's flood occurred early in March of the present year. The canal works, which had been strengthened by the repairs made in 1912, did not suffer so severly as on the former occasion, but the town of Dunnville was flooded and considerable loss was sustained by the citizens. The need of increased facilities for the

discharge of the water, from the upper to the lower river, in such emergencies, is apparent, and it is proposed to construct a spillway during the present year for this purpose.

The float bridge at the Inman road crossing of the feeder was replaced by a single track swing bridge. A new concrete substructure was built, and the bridge, which had been in use at Dunnville until replaced the previous year, was rebuilt and transferred to Inman road.

GENERAL.

The water in Lake Ontario was somewhat higher than the previous year, and Lake Erie fairly up to normal throughout the navigation season.

The following superannuated employees died during the year: William Aikens on July 16, 1912, and John Gearin on August 24, 1912.

Attached is a statement of moneys collected for damages to canal property by different vessels; also a statement showing the highest and lowest recorded depths of water on the mitre sills of the locks Port Dalhousie and Port Colborne for each month of the year.

I have the honour to be, sir,

Your obedient servant,

W. H. SULLIVAN,
Superintending Engineer.

To W. A. Bowden, Esq.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Ont.

WELLAND CANAL.

Statement of damages to Welland Canal property during the fiscal year ending March 31, 1913, and amount paid on account of said damages.

Date of Damage.	Name of Vessel.	Amount of Damage.	Amount Paid.	Date Paid.	Where Paid.
1912.		$ cts.	$ cts.	1912.	
May 5	Steamer Bickerdike	16 55	16 55	Oct. 11	Pt. Dalhousie.
" 5	" Arabian	9 72	9 72	" 30	"
" 7	" J. H. Plummer	25 00	25 00	" 30	"
" 11	" Keystorm	24 96	24 96	Feb. 12-13	"
" 17	Brg. No. 6 S.O. Co	11 24	11 24	Oct. 1-12	"
" 19	Str. Beaverton	28 16	28 16	" 17-12	"
" 20	" G. Howe	17 75	17 75	" 8-12	"
" 25	" Keywest	19 53	19 53	" 11-12	"
June 20	" La Canadienne	5,479 53	5,479 53	Jan. 14-13	Department.
" 27	" A. G. McKinstry	14 25	14 25	Nov. 16-12	Pt. Dalhousie.
July 5	Tug. Minitague	18 75	18 75	Jan. 15-13	"
" 13	Str. City of Hamilton	13 70	13 70	Nov. 16-12	"
Aug. 1	Tug Meteor	16 25	16 25	Dec. 16-12	"
" 2	Str. Wiley M. Egan	4,881 74	3,659 40	Mar. 27-13	"
" 16	" H. E. Packer	950 69	950 69	Aug. 20-12	"
Sept. 5	" Keystorm	17 05	17 05	Jan. 15-13	"
" 15	" Ogdensburg	22 98	22 98	Mar. 24-13	"
Oct. 18	Brg. Augustus	27 00	27 00	Dec. 16-12	"
" 25	" No. 6 S. O. Co	27 75	27 75	Dec. 3-12	"
" 23	Str. Arlington	30 57	30 57	Apr. 2-13	"
Nov. 1	" Samuel Marshall	3,970 99	3,970 99	Nov. 5-12	"

WELLAND CANAL.

STATEMENT showing the highest and lowest depths of water on the lower mitre sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the fiscal year ending March 31, 1913.

Months.	Lower Sill.				Months.	Lower Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1912.	Ft.	In.	Ft.	In.	1912.	Ft.	In.	Ft.	In.
April	16	4	15	2	November	16	0	15	9
May	16	11	16	3	December	16	0	15	9
June	17	2	17	0	1913.				
July	17	2	16	9					
August	16	9	16	5	January	16	9	15	10
September	16	5	16	3	February	16	4	16	7
October	16	4	15	10	March	17	0	16	3

STATEMENT showing the highest and lowest depths of water on the upper mitre sill, Lock 27, New Welland Canal, Port Colborne, for the fiscal year ending March 31, 1913.

Months.	Upper Sill.				Months.	Upper Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1912.	Ft.	In.	Ft.	In.	1912.	Ft.	In.	Ft.	In.
April	15	0	13	0	November	16	2	14	1
May	16	7	14	0	December	16	6	13	8
June	15	2	13	7	1913.				
July	15	1	14	1					
August	15	5	14	3	January	15	9	12	8
September	15	8	14	5	February	15	7	13	3
October	15	4	14	1	March	16	5	13	8

SAULT STE. MARIE CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
SAULT STE. MARIE, ONT., March 31, 1913.

SIR,—I have the honour to report upon the maintenance and operation of the Sault Ste. Marie Canal, for the fiscal year ending March 31, 1913.

The canal was opened for traffic on April 24, 1912, and closed on December 19, having been in operation for two hundred and forty days.

The traffic passing this point, through the Canadian and United States Canals, shows a large increase over last year or any previous year. The freight tonnage amounted to 72,472,676 tons, an increase over last year of 36 per cent, the passengers numbered 66,877, a decrease of 16 per cent, and the registered tonnage of vessels amounted to 56,736,807, an increase of 36 per cent.

The Canadian registered tonnage through both canals amounted to 3,693,604 tons, an increase of 81,135 tons or 2 per cent.

The freight through the Canadian canal amounted to 39,664,874 tons, an increase of 28 per cent, the passengers numbered 37,753, a decrease of 2 per cent and the registered tonnage amounted to 25,789,654 tons, an increase of 33 per cent.

ACCIDENTS.

The only accident of any importance to a vessel, during last season, was the grounding of the steamer *Wm. P. Snyder,* of the Shenango Steamship Company, on a boulder in the lower entrance, on August 22.

The boulder had been shoved over into the channel by the dredge engaged in widening the channel; and the *Snyder* while leaving the lock and attempting to pass an upbound vessel, kept to the south side of the channel, and in doing so grounded on the boulder.

The *Snyder* was released at 3.30 a.m. on August 24th, after having been aground for about fourteen hours.

Traffic was suspended for several hours during the night and nine large vessels were detained for several hours.

On May 26th, the valve rod in the south upper motorhouse was broken by a round log jamming in the valve, and the operating of the lock was suspended for three hours while the log was being removed by the diver.

The lock was operated for several days with one valve while the other valve rod was being repaired.

On August 21st, both opening and closing cables on the north lower main gate, were broken by a surge in the water jerking the gate.

On an examination being made by the diver it was found that the vertical sheave in the well hole behind the gate together with the bearing and bed plate were broken, and the bolts holding the bed plate to the rock were bent.

As there were no spare parts on hand, it was necessary to operate the lock with the auxiliary gates until castings could be made; and on September 3rd the lock was closed down for the day, unwatered and the repairs made.

REPAIRS.

The top of the lower north pier, from the water line up, was rebuilt last season, for a length of three hundred feet; leaving four hundred feet in length to be rebuilt. This work will be completed during the season of 1913.

The usual cleaning, painting and repair work in connection with the lock buildings and machinery was performed at the close of last season and the present spring.

The old wooden floor in the basement of the power house, which had been in bad condition for some time, was replaced by a concrete floor.

The work of building an extension, three hundred feet in length, to the upper north pier was completed during the season of 1912 and the pier put into use.

The usual statements, showing the traffic passing this point through the Canadian and American canals, are attached.

I have the honour to be,
Sir,
Your obedient servant,

J. W. LeB. ROSS,
Superintending Engineer.

W. A. BOWDEN, Esq., C.E.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Ontario.

SAULT STE. MARIE CANAL.

COMPARATIVE STATEMENT since opening of lock, September 9, 1895.

—	Season.	Increase or Decrease over Previous Season.	Season.	Increase or Decrease over Previous Season.	Season.	Increase or Decrease over Previous Season.
	1895.		1896.		1897.	
Period Open	Sept. 9. / Dec. 6.		May 7. / Dec. 10.		April 21. / Dec. 14.	
Canad. Regist. Tonnage	125,240		586,571	461,331	398,343	—188,228
U. S. Registered Tonnage	623,131		3,810,794	3,187,663	3,406,018	—404,776
Total Tonnage	748,371		4,397,365	3,648,994	3,804,361	—593,004
Lockages	698		3,042	2,344	2,976	—66
Vessel Passages	1,193		5,189	3,996	4,376	—813
Time Passing Lock	212 h. 27 m.		984 h. 22 m.	771 h. 55 m.	684 h. 11 m.	—300 h. 11 m.
Average Time Lockage	18·26 m.		18·42 m.		13 79 m.	
	1898.		1899.		1900.	
Period Open	April 11. / Dec. 9.		April 26. / Dec. 20.		April 23. / Dec. 16.	
Canad. Regist. Tonnage	403,331	4,998	561,759	158,528	579,528	17,769
U. S. Registered Tonnage	2,354,606	—1,051,412	2,388,441	33,835	1,616,139	—772,302
Total Tonnage	2,757,937	—1,046,424	2,950,200	192,263	2,195,667	—754,533
Lockages	2,520	—456	2,610	90	2,205	—405
Vessel Passages	3,712	—664	3,820	108	3,163	—657
Time Passing Lock	609 h. 30 m.	—74 h. 41 m.	643 h. 16 m.	33 h. 46 m.	541 h. 24 m.	—101 h. 52 m.
Average Time Lockage	14·51 m.		14·78 m.		14·73 m.	
	1901.		1902.		1903.	
Period Open	April 20. / Dec. 21.		April 1 / Dec. 20.		April 2. / Dec. 13.	
Canad. Regist. Tonnage	776,331	196,803	1,366,087	589,756	1,616,385	250,298
U. S. Registered Tonnage	1,672,631	56,492	3,238,069	1,565,438	3,145,020	—93,049
Total Tonnage	2,448,962	253,295	4,604,156	2,155,194	4,761,405	157,249
Lockages	2,906	701	3,418	512	3,242	—176
Vessel Passages	4,243	1,080	5,169	926	4,418	—751
Time Passing Lock	724 h. 38 m.	183 h. 14 m.	925 h. 57 m.	201 h. 19 m.	883 h. 10 m.	—42 h. 47 m.
Average Time Lockage	14·96 m.		16·25 m.		16·34 m.	

SAULT STE. MARIE CANAL.—*Continued.*

COMPARATIVE STATEMENT since opening of lock, September 9, 1895.—*Continued.*

—	Season.	Increase or Decrease over Previous Season.	Season.	Increase or Decrease over Previous Season.	Season.	Increase or Decrease over Previous Season.
	1904.		1905.		1906.	
Period open	April 30. to Dec. 26.		April 10. to Dec. 20.		April 14. to Dec. 22.	
Canad. Regist. Tonnage	1,557,335	—59,050	1,799,336	242,001	1,958,186	159,850
U. S. Regist. Tonnage	2,673,090	—471,930	3,739,224	1,066,134	4,399,990	660,766
Total Tonnage	4,230.425	—530,980	5,538,560	1,308,135	6,359,176	820,616
Lockages	3,012	—230	4,031	1,019	4,152	121
Vessel Passages	4,092	—323	5,853	1,761	5,913	60
Time Passing Lock	811 h. 28 m.	-71 h. 42 m.	1060 h. 10 m.	249 h. 10 m.	1131 h. 23 m.	70 h. 24 m.
Average Time Lockage	16·16 m.		15·79 m.		16·35 m.	
	1907.		1908.		1909.	
Period Open	April 22. to Dec. 15.		April 21. to Dec. 15.		April 21. to Dec. 16.	
Canad. Regist. Tonnage	2,288,349	329,163	2,556,552	268,203	2,912,586	356,034
U. S. Regist. Tonnage	9,961,977	5,561,987	7,038,389	—2,923,588	14,899,562	7,861,173
Total Tonnage	12,250,326	5,891,150	9,594,941	—2,655,385	17,812,148	8,217,207
Lockages	4,596	444	3,667	—929	5,046	1,379
Vessel Passages	6,153	240	5,344	—809	6,420	1,076
Time Passing Lock	1362 h. 8 m.	230 h. 45 m.	1258 h. 35 m.	-103 h. 23 m.	1853 h. 45 m.	595 h. 10 m.
Average Time Lockage	17·78 m		20·59 m.		17·31 m.	
	1910.		1911.		1912.	
Period Open	April 12. to Dec. 15.		April 22. to Dec. 13.		April 24. to Dec. 19.	
Canad. Regist. Tonnage	3,122,068	209,482	3,089,863	—32,205	3,273,614	183,751
U. S. Regist. Tonnage	20,227,083	5,327,521	16,242,103	—3,984,980	22,516,040	6,273,937
Total Tonnage	23,349,151	5,537,003	19,331,966	—4,017,185	25,789,654	6,457,688
Lockages	6,110	1,064	5,229	—881	6,200	971
Vessel Passages	8,285	1,865	6,802	—1,483	7,866	1,064
Time Passing Lock	2327 h. 40 m.	473 h. 55 m.	1704 h. 35 m.	—623 h. 15 m.	1811 h. 45 m.	107 h. 20 m.
Average Time Lockage	22·86 m.		19·55 m.		17·53 m.	

REPORT of Traffic passing Sault Ste. Marie through Canadian and American Canals.

Year.	Number of Vessels passed.	Registered Tonnage of Vessels.	Total Freight Tonnage.	Cost of carrying per mile ton.	Estimated Value of Freight Carried.	Percentage of Freight Carried in Vessels.	Number of Passengers.
				Mills.	$	p.c.	
1855	193	106,296	14,503				8,295
1860	916	403,657	153,721				9,230
1865	997	409,062	181,638				19,777
1870	1,828	690,826	539,883				17,153
1875	2,023	1,259,534	833,465				19,685
1880	3,503	1,734,890	1,321,906				25,766
1885	5,380	3,035,987	3,256,628				36,147
1890	10,557	8,454,435	9,041,213	1·3	102,214,948	3 5	24,856
1891	10,191	8,400,685	8,886,759	1·35	128,178,208	4 0	26,190
1892	12,580	10,647,203	11,214,333	1·31	135,117,267	3·8	25,896
1893	12,008	8,949,754	10,796,572	1·1	145,436,957	4·1	18,869
1894	14,491	13,110,366	13,195,860	0·99	143,114,502	3·5	27,236
1895	17,956	16,806,781	15,062,580	1·14	159,575,129	3·75	31,656
1896	18,615	17,249,418	16,239,061	0·99	195,146,842	3·0	37,066
1897	17,171	17,619,923	18,982,755	0·83	218,235,927	3·0	40,213
1898	17,761	18,622,764	21,234,634	0·79	233,069,740	2·2	43,426
1899	20,255	21,958,347	25,255,810	1·05	281,364,750	3·1	49,082
1900	19,452	22,315,834	25,643,073	1·18	267,011,959	3·0	58,555
1901	20,041	24,626,976	28,403,065	0·99	289,906,865	4·0	59,663
1902	26,659	31,955,582	35,961,146	0·89	358,306,300	4·0	59,377
1903	18,596	27,736,444	34,674,437	0·92	349,405,014	6·0	55,175
1904	16,120	24,364,138	31,546,106	0·81	334,502,686	6·0	37,695
1905	21,679	36,617,699	44,270,680	0·85	416,965,484	5·0	54,204
1906	22,155	41,098,324	51,751,080	0·84	537,463,454	5·0	63,033
1907	20,437	44,087,974	58,217,214	0·80	569,830,188	5·0	62,758
1908	15,181	31,091,730	41,390,557	0·69	470,141,318	7·0	53,287
1909	19,204	46,751,717	57,895,149	0·78	626,104,173	6·0	59,948
1910	20,899	49,856,123	62,363,218	0·74	654,110,844	6·0	66,933
1911	18,673	41,653,488	53,477,216	0·67	595,019,844	6·0	79,951
1912	22,778	56,736,807	72,472,676	0·67	791,167,591	6 0	66,877

SAULT STE. MARIE CANAL.

ENGINEER'S OFFICE,
SAULT STE. MARIE, ONT.,
April 1, 1913.

DEAR SIR,—I have the honour to submit my annual report on the improvements to the entrance of the Sault Ste. Marie canal for the fiscal year ending March 31, 1913.

EXTENSION OF THE NORTH PIER AT THE UPPER ENTRANCE.

A contract was entered into with Mr. John F. Boyd on July 20, 1911, for the construction of a pier 300 feet in length, forming an extension westerly to the north entrance pier. Work was started on this contract September 5, 1911, and after many delays caused chiefly in securing material and labour, the works were brought to a completion November 6, 1912. The additional length of pier constructed will provide better accommodation for vessels awaiting lockage.

WIDENING OF THE CHANNELWAY AT THE LOWER ENTRANCE.

A contract was entered into with the Soo Dredging Construction Company on July 28, 1912, and was brought to a satisfactory completion on November 30, 1912.

The work embraced in the contract consisted in widening the channel on the south side to a line 230 feet distant and parallel with the centre ranges; and on the north side to a line laid down 295 feet distant with the centre ranges at the easterly extremity and 162 feet distant at the westerly extremity of the work.

The additional width of channel provided at the lower entrance to the lock at the turning point from the channel ranges to the centre line of lock will make the passage of vessels much safer and allow of quicker dispatch.

I have the honour to be
Your obedient servant,

F. B. FRIPP,
Engineer in Charge.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
OTTAWA, April 1, 1913.

SIR,—I have the honour to submit herewith my report on the Rideau Canal for the fiscal year ending March 31, 1913.

Navigation opened at Ottawa on May 1, 1912. Navigation opened at Kingston Mills, on May 1, 1912. Navigation closed at Ottawa on December 3, 1912. Navigation closed at Kingston Mills on November 27, 1912.

Navigation was maintained without interruption throughout the entire length of the canal during the whole season, the exceptionally wet summer keeping all the levels up to far above their usual height towards the end of the season.

As a result of this abnormal rainfall during 1912, it may be interesting to state that Rideau lake—the principal source of water supply from Smith's Falls to Ottawa—was within a very few inches of being as high when navigation closed at the end of November last as it was during the spring freshet in April, 1912.

This unusual rainfall continued also during the past winter, and to such an extent as to entirely prevent some of our contemplated winter repairs being carried out; and seriously hindering all our work, in fact, we had three distinct freshets during December and January.

The present spring freshet commenced on Thursday, March 20, and was of an average violence, although after the 24th cold weather again occurred, which checked the flow of the water to a very large extent. This cold weather has continued, and the freshet is not yet over, nor has the ice gone out of the canal levels; but the water having fallen to a great extent, the danger of damage being done by the ice when it breaks up and goes out is considerably lessened, and I do not anticipate much trouble from this cause now.

The number of lockages last year was slightly lower than that of the year before: the reason for which is somewhat difficult to assign; but the wet summer certainly prevented numbers of persons making use of the canal for motor boat outings, and this may perhaps be taken as one of the principal reasons for the reduced number of lockages.

The principal works and repairs carried out along the line of the canal during the past fiscal year are as follows:—

OTTAWA LOCK STATION (8 Locks and 1 Basin).

One new pair of lock gates was framed and hung in place.

A considerable portion of the roadway round the basin, from the Public Works Department coal sheds to the foot of Slater street, was filled in with heavy flags and graded and macadamized.

The old stone arch across the Cut at the head of the locks, known as Sappers Bridge, and which was built over eighty years ago by the Royal Engineers, was demolished to make way for the new Plaza; and the great difficulty experienced in throwing down this old stone arch, bore eloquent testimony to the excellent workmanship bestowed upon it when it was built. This arch was thrown down into the canal during the season of navigation, a crib having been placed in the water to receive the debris; but the contractors worked day and night to remove same, so that navigation was only delayed for two or three days, and no great inconvenience was occasioned to boatmen.

The coping of the upper sill of lock No. 3 was heaved up by the water during the summer, but it was secured for the rest of the season by means of rock bolts and grouting; and a new coping was cut for it during the summer in our quarry; and is now being laid.

OTTAWA EAST SWING BRIDGE.

The swing bridge and the iron hand railing on each side of the approaches, were sand blasted and painted with bitumastic paint. The flooring was renewed and the roadway on each approach was graded and macadamized.

CONCESSION STREET BRIDGE.

The steel swing span was sand blasted and painted with bitumastic paint. Small repairs were made to the protection piers of the bridge. Portions of the east side of the Cut between this bridge and Bank street, which had slid into the canal, were built up with dry stone walling; and this work will be continued this spring.

HARTWELLS LOCK STATION (2 Locks).

The lower wing wall on the west side of the lower lock was taken down and rebuilt, and a new coping was laid on both sides of the chamber of the lower lock. Some grading and sodding was done on the lock lawns; and the dry stone protection wall was continued on the east side of the cut, both above and below the locks. A new roof was laid on the kitchen of the lock house. Small repairs were made to the crib-work below the waste weir and to the tow path roads and to the station in general.

HOGSBACK LOCK STATION (2 Locks and 1 Bridge).

Considerable repairs were made to the west abutment of the west bulkhead which was taken down and rebuilt with timber from the bottom, on the down stream side. This new crib was then filled to the top with stone. The swing bridge and the bulkheads were replanked and small repairs made to the handrailing. A large quantity of clay was placed in front of the dam by our dredge *Rideau*, and much leakage thereby stopped. A small crib has just been built above the waste weirs to serve for anchorage for the boom, and also to act as an ice breaker in conjunction with the other cribs. This new crib is, however, only partially filled with stone, as this work was stopped by the early and sudden freshet last month. The boom itself suffered considerably last winter owing to the continual rising and falling of the water, which broke the ice and forced it out of its proper position. However, in future, the boom will be drawn out of the water at the close of navigation and placed in position before the freshet. A new storehouse was built here last summer. Sundry small repairs were made to the tow path road and to the station generally.

BLACK RAPIDS LOCK STATION (1 Lock).

The upper wing wall on the east side of the lock was taken down and rebuilt, and the pavement above the stop-log sill above the lock was taken up and concreted. Small repairs were made to the piers below the lock, and some stone filling placed in the dam. Under ordinary circumstances the masonry repairs stated above could have been executed without unwatering, as the waste weirs usually carry off the water and leave the upper lock sill dry during the winter; but this year the continued winter rains kept the water up to such an extent that a coffer dam had to be built across the mouth of the lock in order to unwater it. Sundry other small repairs were made to the station in general.

LONG ISLAND LOCK STATION (3 Locks and 1 Bridge).

The waste wier bulkhead at Manotick was sheeted, and sundry small repairs were made to the station generally. Next winter it is proposed to rebuild the upper lock, the walls of which have been heaved out of line by the frost.

MANOTICK BRIDGE.

The three steel spans of the bridge were sand blasted and painted with bitumastic paint, and small repairs were made to the bridge in general.

WELLINGTON BRIDGE.

Small repairs were made to the flooring of the bridge.

BECKETT'S LANDING BRIDGE.

The timber piers under the bridge were taken down as far as the high stage of the water would permit, and rebuilt.

BURRITT'S RAPIDS LOCK STATION (1 Lock and 1 Bridge).

No repairs were made here last year, although quite a quantity of timber was delivered for the repairing of the waste weir, and the construction of a crib below the dam, but the water being so high all winter, the work had to be postponed till a later date.

NICHOLSON'S LOCK STATION (2 Locks and 1 Bridge).

The lower gates of the upper lock were renewed. The upper wing wall, piers and sill of the lower lock were taken down and rebuilt. About 100 feet of the dry wall on the south side of the lower cut, just above the lower lock, was taken down and rebuilt in cement; and 200 feet more of this same wall was rebuilt dry. The lower sill of the lower lock was concreted and planked. A coffer dam had to be built below the lock and the lock pumped for this work on account of the high water. The chamber walls of the lower lock were grouted and sundry small repairs made to the station in general.

CLOWES LOCK STATION (1 Lock).

One pair of lock gates were renewed. The chamber walls were grouted and pointed, this work being completed from last year. The large stone dam which is arched upstream, has been shifted by the ice and the arc of the key work broken from this cause; so preparations were made last summer to take down about 150 feet of the dam, and rebuild it to its proper radius. The stone was all cut for this work last summer in our quarry, and delivered on the dam; and the cement was also delivered and derricks, &c., erected. However, the river kept so abnormally high last winter that it was considered dangerous to cut the dam, as the water might get beyond control, the dam being 16 feet high.

This work therefore was abandoned until next winter when more favourable weather may be met with, so the cement was used elsewhere on the other work.

This dam is not in any immediate danger, and has stood the present freshet as well as ever; but should be rebuilt as soon as possible after the close of navigation this year. Sundry small repairs were made to the station in general.

MERRICKVILLE LOCK STATION (3 Locks, 2 Basins, 2 Bridges).

One new pair of lock gates hung last April, having been framed the previous winter, as stated in my last report. The upper mitre sill of the middle lock, as well

as the upper wing walls, recesses, and gate piers; and also the lower recesses and piers, all on the north side of the lock, were taken down and rebuilt. The coping on the north side of the chamber of this lock was also taken up and relaid; and the chamber walls were grouted and pointed. The lower sill of this lock was concreted and planked, and portion of the mitre was repaired and rebolted to the rock.

A new concrete wall was built inside the old stone wall forming the north side of the lower basin; and the old coping was moved forward on to the top of this new concrete wall. This will effectually staunch the great leakage that has constantly been flowing through the old wall, and which made it extremely difficult to keep the water up in the basin.

The upper wing walls, recesses, and gate piers on the north side of the lower lock were also taken down and rebuilt.

A large quantity of earth, &c., which had accumulated in the upper basin, was excavated and placed behind the wall on the north side of the lower basin to strengthen and widen the same.

The swing bridge and the fixed bridge together with the railing leading thereto, were sand blasted and painted with bitumastic paint. Sundry other small repairs were made to the station in general.

KILMARNOCK LOCK STATION (1 Lock, and 2 Bridges).

Small repairs were made to the back dam as usual. This structure which is literally nothing but a heap of stones, will have to be rebuilt at no distant date, as it requires constant repairs to make it hold the water up every year. Portion of dry stone wall on the south side of the upper cut was rebuilt, and sundry small repairs were made to the station in general.

EDMONDS LOCK STATION (1 Lock).

The lock masonry was grouted and pointed, and sundry small repairs made to the station in general.

OLD SLYS LOCK STATION (2 Locks, and 1 Bridge).

The swing bridge was replanked, and the storehouse and portions of the outbuildings of the lock house were reshingled. The hollow between the north side of the locks and the lock house is gradually being levelled up with clay, and this work will be continued until completed. Sundry small repairs were made to the station in general.

SMITH'S FALLS COMBINED LOCK STATION (3 Locks, 1 Basin, 2 Bridges).

The steel bridge below the waste weirs and dam in the basin was sand blasted and painted with bitumastic paint. The masonry of the middle and lower locks was pointed; as were also the walls of the lock house. The work of filling in portion of the south side of the basin was again continued, and will be proceeded with again next summer. Sundry small repairs were made to the station in general.

SMITH'S FALLS DETACHED LOCK STATION (1 Lock and 2 Bridges).

A new wharf was built above the lock on the north side, for boats to tie up to whilst waiting for the lock, and the island was cleared and brushed and a road made leading to this wharf.

The swing bridge below the lock and the fixed bridge across the mill pond were sand blasted and painted with bitumastic paint.

A contract was entered into with Mr. James Bogue, of Peterborough, Ont., for the construction of a concrete wall along the south side of the cut below the lock.

This wall was to have been about 900 feet long, and was to have been completed by March 31, last; but this I regret to state Mr. Bogue has failed to do. The workmanship and material are good; but Mr. Bogue did not commence the work immediately after the close of navigation, in spite of my repeatedly calling upon him to do so; and after he did start, he carried on the work so slowly, that the freshet came upon him before the work was finished; and I doubt if the water in the basin will go down low enough before navigation closes this year, to enable him to put in the foundations for the uncompleted portions of the wall. Mr. Bogue has assured me that he can complete the work by the 31st May if the department will extend the time till that date; and I have recommended this being done, although I doubt if he will be able to finish the work which he appears so confident of being able to do; because the basin is now full owing to the freshet, and will be kept for navigation after May 1.

POONAMALIE LOCK STATION (1 Lock).

A curious washout occurred under the upper mitre sill of the lock, caused by the rush of the water from the sluices, involving the necessity of pumping the lock, and concreting the bottom.

The roadway along the north bank of the upper cut was raised and graded, and 320 feet of cement walling was built there. This wall requires to be extended for some distance yet, and will be so extended from time to time. Small repairs were made to the masonry of the lock and also to the lock house. Some obstructions were removed from the cut by our diver. Some new stoplogs were framed for the lock and sundry small repairs were made to the station in general.

BEVERIDGES LOCK STATION (2 Locks, and 1 Bridge).

The long piers running out into the lake at the foot of the lower lock were completed and filled with stone. Small repairs were made to the lock house; and a small frame shelter was built for the lock labourers at the head of the upper lock. A considerable quantity of clay was deposited in front of the retaining dam, being brought on scows from our dredge *Rideau* which was working in the vicinity. Sundry small repairs were made to the lock gates and sluices, and to the station in general.

PERTH BRANCH (1 Basin, and 4 Bridges).

About 350 feet of the wharf on the north side of the basin was taken down to the water level and rebuilt; and five of the bridge rest piers were also rebuilt from water line up.

Portions of the walls along the cuts were rebuilt and some pipe culverts put in. Both storehouses were painted, and sundry small repairs made generally.

OLIVER'S FERRY BRIDGE.

All the fixed spans of this bridge were cleaned by sand blast and painted with bitumastic paint.

THE NARROWS LOCK STATION (1 Lock, and 1 Bridge).

A new frame storehouse on cement foundation was built here. The piers above the lock, which had been damaged by ice last spring, were repaired. One hundred cubic yards of gravel were placed on the dam, and sundry small repairs were made to the station in general.

WOLF LAKE DAM.

The bridge across the outlet of the dam was rebuilt; and a contract was awarded to Mr. E. G. Adams, of Westport, for cleaning out the creek below the dam, in order to allow more water being run off the lake to feed the canal level below Westport.

NEWBORO LOCK STATION (1 Lock, and 1 Bridge).

New swing bars were framed and put on the upper gates of the lock. The high level bridge across the cut was sand blasted and painted with bitumastic paint. Repairs were made to the approaches to the bridge, and to the piers of the dam; and also small repairs were made to the lock house and to the station in general.

CHAFFEY'S LOCK STATION (1 Lock, and 1 Bridge).

The bridge over the waste weir was rebuilt, and sundry small repairs were made to the station in general.

The Canadian Northern Railway Company are building their line of railway across the upper end of the cut, and a station is to be built quite near the lock, all of which will be a great convenience to campers and tourists, as they will be thus enabled to reach this beautiful spot in two or three hours.

DAVIS'S LOCK STATION (1 Lock).

Small repairs were made to the lock house and outbuildings and to the station in general.

JONES' FALLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

Repairs were made to the masonry of the upper lock; and a new chimney was built on the blacksmith shop. Our diver cleaned up a considerable quantity of debris from the bottom of the lower lock, which had become shallow from this cause.

A new masonry approach was built to the east side of the swing bridge across the lock. The long bridge at the foot of the combined locks was rebuilt from the water line up. The retaining dam at Morton was partially rebuilt and repairs made to the wharf at that point. Sundry small repairs were made to the roads and to the station in general.

BRASSES POINT BRIDGE.

The fixed spans of the bridge were sand blasted and painted with bitumastic paint. The swing span was rebuilt and repairs made to the rest piers.

UPPER BREWERS LOCK STATION (2 Locks, 1 Bridge, 1 Basin).

The centre pier, recess, and manhole on the south side of the locks were grouted and concreted. Two small wooden bridges over the road leading to the bridge were taken away, being replaced with 18-inch tile pipe culverts, and the roadway filled in on top. Sundry small repairs were made to the station in general.

LOWER BREWERS LOCK STATION (1 Lock, and 1 Bridge).

No repairs were required at this station during the past year.

KINGSTON MILLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

Our diver cleaned out the bottom of the locks here, and made small repairs to the sluices. Four hundred cubic yards of stone were placed on the embankments by contract with Mr. W. J. Keenan. Sundry small repairs were made to the station in general.

GENERAL.

The usual spring repairs, consisting of pointing and grouting the lock masonry, painting of lock gates, &c., &c., were executed by the lock labourers during the month of April last.

The heavy dimension stone required for the masonry repairs, as detailed above, was taken out of our leased quarry near Westport by our own men, and cut in the

quarry by our own stone-cutters. The stone was freighted to its various destinations by our own tug and scows, as well as by various private boats.

The bridges mentioned above as having been sand blasted and painted with bitumastic paint, were so treated under contract from the department to Concrete Constructions, Limited.

The various materials required during the year, such as cement, timber of all kinds, paint, oil, hardware, stone, &c., were procured for our use by the Purchasing Agent of this Department.

A small boarding scow, fitted with bunks for 20 men, was built last summer, and equipped with a derrick and tool room, &c., &c., for our carpenters to live on when making repairs along the canal. This scow was rendered necessary on account of the difficulty that exists in our men obtaining board when working along the canal. She is provided with kitchen and mess room, so that the men can live comfortably on her wherever they may be working. A small gasoline launch should be purchased to tow her from place to place; and this launch could be run by the men themselves, and would prove useful in making trips for timber, &c., whenever necessary, instead of our having to send for a boat whenever this service is required.

DREDGING PLANT.

The dredge *Rideau* wintered last year in Hartwells Locks, and was employed for a few weeks at the commencement of the season in loading scows with clay for depositing in front of the dam at Hog's Back. She then proceedel to the Tay branch of this canal, where she was employed for the rest of the season in cleaning out and widening the canal cuts in that place. She was laid up this winter in the basin at Perth, and her crane and boom were repaired, as well as portions of her hull. As soon as navigation opens she will resume her work in the Tay branch where she left off last year.

The tug *Loretta* was employed as usual last season in buoying out the channel, towing dredge and scows, delivering timber, stone, cement, paint, oil, &c., along the canal to the various lock stations and bridges; and also she was employed on her usual inspection work. She has been supplied with an electric storage battery, which will furnish light without the inconvenience of the dynamo running when the boat is tied up, and which will also allow the engineer to go off duty at a reasonable hour every night.

Our scows were repaired last winter, in the basin at Ottawa, and are all in good condition.

A new dredging plant was contracted for last year as follows:—The dredge and tug awarded to the W. H. Kelley Lumber Company of Buckingham, Que., and two side dumping scows to Messrs. Burns & Waters of Ottawa.

The scows have been built and delivered and are most satisfactory. The tug is practically finished, and is lying in the basin at Ottawa. She is a well-built boat, but she cannot be tested until after the water is let into the canal after May 1 next. The dredge, which is being built on the banks of the Ottawa river at Buckingham, Que., is, I regret to say, not nearly as far advanced as she should be.

The Contractor informs me that the shops that are building the engines and boiler, have disappointed him with regard to delivery, and has asked to have the time extended for delivery till May 31 next.

This involves a revote of the money already provided, but I do not see any other way out of the difficulty, and I have recommended this being done by the department.

When this new dredging plant is ready, it is intended to use it exclusively in depositing clay on the backs of all the dams, which work will keep her busy for several years.

This is really most urgently needed, as the leakage through the dams causes a large waste of water, and is partly the cause of the low water towards the end of the season, on account of the leakage making it necessary to draw on our reservoirs to keep up the levels, long before we really should have to do so.

The following is a statement of the highest and lowest water on the lower mitre sills of locks Nos. 1 and 47 at Ottawa and Kingston Mills lock stations respectively.

Ottawa, Lock No. 1.				Kingston Mills, Lock No. 47,			
Highest.		Lowest.		Highest.		Lowest.	
	ft. in.		ft. in.		ft. in.		ft. in.
Apr. 26	17 3	Apr. 1	8 1	Apr. 29-30	9 0	Apr. 1	7 4
May 31	21 8	May 5	16 9	May 31	9 4	May 5	8 10
June 1	21 9	June 29	15 3	June 14-15	9 10	June 1-2	9 4
July 1	14 6	July 30-31	10 1	July 1	9 6	July 28-31	9 1
Aug. 1	9 10	Aug. 24	8 5	Aug. 1-9	9 1	Aug. 10-20	9 0
Sept. 1	8 8	Sept. 29-30	8 2	Sept. 1-4	9 0	Sept. 25-30	8 8
Oct. 30	11 6	Oct. 9-10	7 11	Oct. 1-4	8 9	Oct. 13-23	8 4
Nov. 16	14 3	Nov. 30	11 4	Nov. 1-14	8 5	Nov. 26-30	8 3
Dec. 10	13 4	Dec. 1	11 2	Dec. 1-8	8 3	Dec. 9-15	8 2
Jan. 21-22	12 1	Jan. 12-15	10 9	Jan. 25-31	8 6	Jan. 1-7	8 2
Feb. 1	11 6	Feb. 27-28	10 2	Feb. 1-9	8 5	Feb. 10 14	8 4
March 26	19 4	March 3	10 0	March 30-31	9 1	March 1-3	8 4

I have the honour to be, Sir, Your obedient Servant,

A. T. PHILLIPS, M.Can. Soc. C.E.,
Superintending Engineer.

W. A. Bowden, Esq., C.E.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

DEPARTMENT OF RAILWAYS AND CANALS.

TRENT CANAL,
SUPERINTENDING ENGINEER'S OFFICE,
PETERBOROUGH, 17 April, 1913.

W. A. BOWDEN, Esq.,
Chief Engineer,
Departent of Railways and Canals,
Ottawa, Ont.

DEAR SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1913, covering the work of construction chargeable to 'Capital,' Trent canal.

ONTARIO-RICE LAKE DIVISION.

This division extends from Trenton on Lake Ontario to Rice Lake, a distance of fifty-six and a half miles, a detailed description of which was given in my annual report for 1910.

For construction purposes the division has been divided into seven sections, or contracts; all of which are under contract. The estimated value of these seven contracts as revised to date is about $5,100,000, on which there was expended for work done and materials delivered up to the 31st March, 1913, the sum of $3,503,442.18, or about 70 p. c. of the estimated value of the seven contracts at their respective contract rates.

There are on the division 18 locks, 14 dams and 18 bridges. All the locks are built except Nos. 8 and 15, which will be built this year. All the dams are built except Nos. 4, 9, 10 and 13 which are from 24 p. c. to 75 p. c. finished. Twelve bridges are finished and in commission, and five more are under construction.

Section No. 1.—This section extends from Trenton to Glen Miller, a distance of about four and a half miles, on which length of the river there are three locks, three dams and two bridges.

A contract for the work was entered into with Messrs. Larkin and Sangster on March 10, 1908. The total value of work done and materials delivered up to March 31, 1913, amounted to $980,915.75 or about 92 per cent of the value of the contract.

The principal items of work done are 254,704 cubic yards earth, 15,709 cubic yards loose rock, 242,429 cubic yards solid rock, and 71,376 cubic yards concrete.

The three locks with their entrance piers and the short canals leading into them are finished. The lock gate machines and valves of the lock culverts have been placed in position.

The three dams on the section are finished and in commission. Dam No. 1 was finished last October, when the old Gilmour Dam at this point was removed.

There are about twenty-two thousand cubic yards of rock yet to remove above grade in order to complete the submarine channel connecting the lower end of the canal below Lock No. 1, and the mouth of the river. This dredging has been sublet by the contractors to Mr. Robert Weddell who will complete the work this season.

In order to protect the canal channel in front of Meyers Island, below Lock No. 1, it was decided last fall to build 1,350 feet of concrete wall along the river side of the channel, so as to alleviate the velocity of the current in the navigation channel during the spring freshets. Arrangements were accordingly made with the contractors to execute the work this summer.

The Sydney Electric Power Co.'s plant at Dam No. 2 was successfully operated throughout the past year. A short description of this plant was given in my last annual report.

The swing span in the Glen Miller Highway bridge was opened for traffic in February, 1909. The substructure of the Gilmour siding bridge has been finished up to water level, but cannot be completed until the type of the superstructure is definitely decided upon.

The main line of the Campellford, Lake Ontario and Western Railway (C.P.R.) crosses the river about 4,700 feet below Lock No. 1 by a viaduct 1,500 feet long, and 50 feet high, built under the terms of Lease No. 19,946, dated March 14, 1913. It is designed for a single track, and will provide a clear head room of about 39 feet between the lowest steel and high water. The navigation channel span will be 100 feet wide in the clear. The concrete substructure is about completed, and it is expected the steel superstructure will be erected before next Autumn. The whole of the work is being carried out by the Railway Company at their own cost.

The whole of the work embraced in Messrs. Larkin & Sangster's contract for Section No. 1 will be fully completed this season.

Section No. 2.—This section extends from Glen Miller to Frankford, a distance of about four and a half miles, on which stretch of the river there are three locks, three dams, and one bridge.

A contract for the work was entered into with Messrs. Dennon & Rogers on May 30, 1908. The total value of work done and materials delivered up to March 31, 1913, amounted to $439,914.31, or about 61 p. c. of the value of the contract.

The principal items of the work done are 102,557 cu. yds. earth, 13,770 cu. yds. loose rock, 84,665 cu. yds. solid rock, and 53,753 cu. yds. concrete.

The three locks on the section are built, but some work has yet to be done on the entrance piers of Lock No. 4. There is yet a lot of excavation, &c., to do before the short canals at each lock are finished. The lock gate machines and valves of the lock culverts have been placed in position.

Dam No. 4 is about 75 p. c. finished, and will be completed this summer. Dam No. 5 is finished except the platform across the top of the piers. Dam No. 6 is completed.

There is 20 per cent of the earth, and 47 per cent of the rock excavation on the section to do. The quantity of the latter item remaining to be done is about 73,000 cubic yards, and is principally under water, and will take the contractors two or more years to take it out. There are yet about 10,000 cubic yards of concrete on the section to lay, which item of work should be finished this season.

The Sydney Electric Power Company's plant at dam No. 5 was placed in commission on January 28 last, when one of the four units which comprise this plant was started running. The current is transmitted under low voltage to their large transformer station at dam No. 2, where it is stepped up for transmission to various parts of the country.

After five years work only 61 per cent of this contract is finished. During the past year $69,040.61 was spent on the work, chiefly in laying concrete in lock and Dam No. 4.

Section No. 3.—This section extends from Frankford to a point three miles west of Glen Ross, a distance of seven and a half miles. At Glen Ross there are a lock, a dam, and two bridges.

A contract for the work was entered into with the Canadian General Development Company, Limited, on April 24, 1908. The total value of work done and materials delivered up to March 31, 1913, amounted to $181,042.32, or about 63 per cent of the value of the contract.

Lock and Dam No. 7, the short canal, and bridges at Glen Ross are finished.

The work on this section is finished except the dredging in the river and at the ends of canal at lock No. 7, on which no work has yet been done, as the contractors

have no dredging fleet on the section, and are waiting for the completion of the canal between Trenton and Frankford, so that they can bring drill boats and dredges up the river from Lake Ontario.

Section No. 4.—This section extends from Adam's Landing, a point three miles west of Glen Ross, to Campbellford, a distance of about fourteen miles. There are between Bradley Bay and Campbellford five locks, three dams, four bridges; and about one mile of concrete retaining wall, for enclosing the river through the town of Campbellford, together with a large quantity of earth and rock excavation.

A contract for the work was entered into with Messrs. Haney, Quinlan and Robertson, on June 22, 1910. The total value of work done and materials delivered up to March 31, 1913, amounted to $701,420.04 or about 53 per cent of the value of the contract.

The principal items of work done are 166,050 cubic yards earth, 4,660 cubic yards loose rock, 130,700 cubic yards solid rock, and 88,630 cubic yards concrete.

Locks 9, 10, 11 and 12 are built, with the exception of part of their entrance piers, which will be finished early this season. The lock gate machines, and the valves of the filling culverts have been placed in position in these locks.

Dam No. 8 and its long wing wall up Meyer's Island is finished. Dams No. 9 and 10 are respectively about 35 per cent and 24 per cent built, the former will be finished this year.

The supply weirs for power below Dam No. 9, and at the head of lock 12 are built.

The concrete culvert under the canal, a short distance above lock 12 is built and in commission, together with all the sewer pipe along the gravel road, which discharges into it.

The piers for the highway swing bridge across the head of lock 12 are built, and the superstructure is erected and finished.

The diversion and substructure of the bridge for carrying the Northumberland Paper Mills siding over the canal are finished. The diversion was opened for traffic in February, 1912. Trains at present are carried over the canal on a wooden trestle, as the superstructure of the permanent bridge, a bascule, will not be erected ready for traffic until midsummer this year.

The Trout Creek diversion and bridges across it on the gravel road and Balaclava street were finished in December, 1911.

About 50 per cent of the core wall in the canal embankment between locks 8 and 9 is built, and 97 per cent of the core walls in the banks between lock 12 and the Grand Trunk Railway bridge are also finished.

About 35 per cent of the east river wall for enclosing the river between the Grand Trunk Railway bridge and the upper end of the section has been built, together with 40 feet of the culvert under the river for connecting the sewers in the back of the east and west river walls.

On August 10, 1912, the removal of the old dam at Campbellford was begun, and as soon as the water in the river reach above the dam had fallen, excavation for the bascule span of the highway bridge was begun. Since then the substructure has been built together with 100 feet of the west river wall adjacent to the bridge. The superstructure of the bascule span, which replaces two of the fixed spans removed from the west end of the bridge, is now about finished, and was placed in commission on March 21 last.

During this season lock 8 and its entrance piers, and all other concrete work between Bradley Bay and the Grand Trunk Railway bridge, Campbellford, will be finished, and about 75 per cent of the excavation, back filling, and embankments, &c., between the above points.

Whether the river walls through Campbellford will be finished or not this season depends on how soon high water subsides, and what action is taken towards proceeding with the construction of the new bridge for the Grand Trunk Railway.

It is very unlikely that the contractors will do any excavation on Bradley Bay until they can bring a dredging fleet up the river from lake Ontario. There are on this reach of the river, pertaining to the contract for section No. 4, two seasons' work for one dredge.

Section No. 5.—This section extends from Campbellford to Crow Bay, a distance of three miles. On this section are two locks, two dams, and about half a mile of concrete wall for enclosing the river through Campbellford.

A contract for the work was entered into with Messrs. Brown and Aylmer on the 28th September, 1907. The contract was amended the 30th May, 1911, so as to include the construction of the river walls. The total value of work done and materials delivered up to the 31st March, 1913, amounted to $566,796.45, or about 84% of the value of the contract.

The principal items of work done are 143,460 c. yds. earth, 27,085 c. yds. loose rock, 57,100 c. yds. solid rock, and 57,191 c. yds. concrete.

Locks 13 and 14, dams 11 and 12, and the river walls at the lower end of the section are built. The excavation in the Crow Bay channel above lock 14 is finished and accepted.

About 90% of the excavation required to be done between the east river wall and the edge of the channel has been taken out, together with most of the excavation in the navigation channel opposite the river wall. The area covered by this excavation was coffer-dammed, and most of the material was removed by a steam shovel and cars.

The principal item of work remaining to be done on this section is the excavation (dredging) of the channel between the upper end of the east river wall, and the lower entrance of lock 13, but it is very doubtful if much of it can be done this season, as the water in the river at present may be too low to float a dredging fleet, and it will be impossible for us to raise the level of this reach until dam No. 10 is finished, which structure will not likely be completed until late in the summer of 1914.

Section No. 6.—This section extends from the lower end of Crow Bay to one thousand feet west of Heeley Falls bridge, a distance of about three miles. There are three locks, one dam, and one bridge on the section, together with a large quantity of earth and rock excavation. The short canal at this point is located on the west side of the river and is designed to overcome the 76 feet rise between Crow Bay and the fourteen miles of river reach between Heeley Falls and Hastings.

A contract for the work was entered into with Messrs. Haney, Quinlan & Robertson, on the 23rd May, 1910. The total value of work done and materials delivered up to the 31st March, 1912, amounted to $357,358.04, or about 68% of the value of the contract.

The principal items of work done are 28,000 cubic yards of earth, 23,200 cubic yards loose rock, 102,170 cubic yards solid rock, and 51,872 cubic yards concrete.

Locks 16 and 17, and their entrance piers are finished, and also the retaining wall along the east side of the canal between locks 15 and 16. The extension walls at the head of lock 15 and the piers for the road bridges at this point are also built. The lock gate machines and the valves of the filling culverts in locks Nos. 16 and 17 have been placed in position.

Dam No. 13 is about 70% built, and the wall along the east side of the canal between the dam and lock No. 17 is finished.

Three of the small fixed spans at the east end of Heeley Falls bridge have been taken down and replaced by a swing bridge, which was placed in commission the second week of October, 1912.

The work remaining to be done on this section is the construction of lock No. 15, completion of dam No. 13, and the balance of the excavation, all of which will be done this season, except some excavation (dredging) in the lower entrance of lock No. 15.

The Eastern Power Co. who are constructing a hydro-electric plant at this point, carried on their work during the past year in an intermittent manner. The foundation of the power house is 75% built, the supply weir or head-block situated at the head of lock No. 17 is built, and two lines of 12 feet diameter steel pipe connecting the head block and power house are 90% finished, and the steel plates of the third line of pipe are delivered on the ground. Some work has been done in the tail race, the excavating of which involves the removal of a large quantity of submarine rock excavation. The plant is designed for the full development of the power at this point, and the company hope to have it ready for operation concurrently with the completion of the canal works.

Section No. 7.—This section extends from Heeley Falls to Rice Lake, a distance of about nineteen and a quarter miles. The principal works consist of a large quantity of earth and rock dredging in the river, the construction of a new lock and dam at Hastings, and a new and longer swing span at Trent Bridge, and new guide piers for the Grand Trunk Railway bridge at Hastings.

A contract for the work was entered into with the Randolph Macdonald Co., Ltd., on the 4th January, 1909. The total value of work done and materials delivered up to the 31st March, 1913, amounted to $275,995.27 or about 64% of the value of the contract.

The principal items of work done are 51,948 c. yds. earth, 18,314 c. yds. loose rock, 44,095 c. yds. solid rock, and 13,780 c. yds. concrete.

The new lock was placed in commission on March 30, 1911. The new dam was finished and placed in commission in October, 1912, when the old structure was removed. The short swing span in Trent Bridge has been taken down and replaced by new piers and a longer span, which was placed in commission on the 5th June, 1911. The new channel under the south arm of the swing span was dug out last summer. It increases the cross section of the river at the bridge, which will tend to improve spring flood conditions between Trent Bridge and Hastings. The new guide pier for the Grand Trunk bridge at Hastings is built, and is a great improvement to navigation.

About 90% of the excavation in the river between Rice Lake and Hastings is finished and eighteen channel piers have been placed in position between these points. Below Hastings considerable dredging has been done.

There are yet about one hundred thousand cubic yards of dredging to do, and we estimate that it will take the contractor's two dredging fleets about two seasons to complete the work.

BURLEIGH FALLS DAM.

Messrs. Bishop & Buchannan completed their contract for the construction of the new concrete dam at Burleigh Falls in July, 1912. The old timber dam was removed the following month.

On the 3rd October, 1912, the final estimate for the work amounting to $54,047.96 was returned to the department.

ROSEDALE SECTION.

Messrs. The Randolph Macdonald Co., Ltd., completed their contract for the construction of the Rosedale section on the 26th October, 1912. The new lock has been in commission since May, 1910, and the new dam since November, 1910.

A final estimate for the work, amounting to $289,184.64, was sent into the department on the 7th March, 1913.

HOLLAND RIVER DIVISION.

In December 1911, the Government decided to abandon further work on the Holland River division, and accordingly accepted the surrender of the York Construction

Co's contract for the construction of section No. 2 on the 31st December, 1911, and the execution by them under a special agreement of certain unavoidable work in connection with the road approaches to bridges, &c. The latter work was completed the 30th June, 1912, at a cost of $27,929.48.

A final estimate for the work done by the company on section No. 2 up to the 31st December, 1911, amounting to $537,189.16, was sent into the Department on November 11, 1912.

The Canal office at Newmarket was closed on the 31st July, 1912, and shortly afterwards a caretaker, residing in Holland Landing, was appointed to look after the canal property and right of way.

BRIDGES.

The Cleveland Bridge and Engineering Co's contract, dated 24th October, 1910, for the manufacture and erection of highway swing bridges at Heeley Falls and Trent bridge, was completed on the 7th November, 1912, at a total cost of $16,240.84.

The swing span at Trent Bridge was placed in commission on the 5th June, 1911.

On the 30th June 1911, a contract was entered into with the Hamilton Bridge Works Co., Ltd., for the manufacture and erection of a "Strauss" Highway Bascule Bridge over the canal at Bridge St., Campbellford, Ont. The bridge is a single leaf, of the Heel Trunnion Type, consisting of a one hundred and eight feet through truss moveable span, and a thirty-five feet tower span carrying the counterweight.

The erection of the bridge was far enough completed to permit it being placed in commission on the 21st March last. Painting and testing has yet to be done.

The Canadian General Electric Co. are providing the electric equipment for the bridge, under a contract dated 8th October, 1912. The material is delivered, and about 90 p.c. of it is erected.

The Dickson Bridge Works Co's contract, dated 4th August, 1911, for the manufacture and erection of a highway swing span across the head of Lock No. 12, at Campbellford, was finished on the 17th July, 1912, at a total cost of $3,998.00.

On the 12th November, 1912, a contract was entered into with the Hamilton Bridge Works Co., Ltd., for the manufacture and erection of a 'Strauss' Railway Bascule and fixed span bridge for carrying the Northumberland Paper Mills Railway Siding over the canal at Campbellford. The bascule is a single leaf, single track bridge, consisting of an 83 feet through plate girder moveable span, and a tower carrying the counterweight. The fixed span is a semi-through plate girder 77 feet long. The bridge is now being manufactured and will be erected this summer. The electrical equipment for it is being manufactured by the Canadian General Electric Co.

VALVES FOR LOCKS.

Wagon Valves.—A contract for the manufacture and erection of the wagon valves required for the new locks, and regulating culverts of the Ontario-Rice Lake Division of the canal, was entered into with the Dominion Bridge Co., Ltd., on the 5th October, 1908.

All the valves have been installed in place, except those of Locks Nos. 8 and 15, the material for which is delivered on the ground, and will be placed in position as soon as the locks are built. A description of these valves was given in my annual report for 1910.

Cylindrical Valves.—The Wm. Hamilton Co., Ltd., completed their contract for the manufacture and erection of the cylindrical valves for the flight locks at Ranney and Heeley Falls, Ontario-Rice Lake Division, on the 12th November, 1912, at a total cost of $24,522.00.

LOCK GATE OPERATING MACHINES.

A contract was entered into with Mr. Herbert B. Collier on the 7th May, 1909, for the supply and delivery of Operating Machines, Anchorage Fittings, and Pivots required for the Lock Gates of the new locks along the canal. These machines are being manufactured by the Wm. Hamilton Co., Peterboro.

All the material has been manufactured and installed in position, except that for Locks Nos. 8 and 15, Ontario-Rice Lake Division, which will be installed as soon as the locks are built.

EMERGENCY DAMS.

On the 5th April, 1911, a contract was entered into with the Dominion Bridge Co., Ltd., for the supply, delivery, and erection of seven sets of steel stop-logs and bridges, for emergency dams.

These structures are to be placed at the head of locks situated at the lower end of long river reaches, or lakes, and are intended for use in case through accident; connection is established between the upper and lower levels, by a stream through the lock chamber of such velocity, that the mitering gates could not be closed until the current has been checked.

In general the structure consists of a small deck girder swing bridge of unequal arms, carrying a trolley car, and winches for handling and placing the five steel stop-logs, for closing the head of the lock. These logs when not in use are stored on the short arm of the bridge, and act as a counterweight for balancing it when swinging.

The material for the seven dams has all been manufactured and delivered, and that for the dams at the head of the canal above Lock 6, and at the heads of locks 7, 12 and 14 is all erected. The contract will be fully completed early this summer.

GENERAL.

Cement.—About 71,000 barrels of Portland cement were delivered on the canal during the past year, under contract with the Canada Cement Company.

Lock Gates.—Plans and specifications for the lock gates of the locks on the Ontario-Rice Lake Division have been completed, ready for advertising for tenders for their construction during the current year.

Nassau Dam.—A plan and specification are being prepared for a new concrete dam at Nassau to replace the present wooden structure which is very leaky. Tenders will probably be invited for the construction of the dam as soon as the plan and specification are ready.

Fenelon Falls Dam.—A plan and specification have been prepared for a new concrete dam at Fenelon Falls to replace the present dilapidated wooden structure. The work is now advertised for tenders.

Severn River.—In accordance with your instructions of December, 1911, a very complete survey of the Severn river was begun last year with the object of preparing plans and specifications for the work of canalizing the river to the same dimensions as the Ontario-Rice Lake Division of the Trent waterway. The work is under the immediate charge of Mr. E. B. Jost.

The various outlets or mouths of the river have been thorougly surveyed and sounded, and also the north shore of Matchedash Bay for the purpose of determining the best harbour for the northern terminal of the canal. The country in the vicinity of the Big Chute has also been very carefully examined and surveyed with the object of determining the best location for the locks and canal at this point.

At present an extended examination and survey of the river between Ragged and Swift Rapids is being made with the object of ascertaining the feasibility of locating a lock and dam at Swift instead of at Ragged Rapids, and also of moving the Orillia hydro-electric plant to Swift in the event of it being finally decided to locate the lock and dam at that point.

For construction purposes it is proposed to subdivide the river into three sections. Section No. 1 to include all work at the mouth of the river and at Big Chute; section No. 2 to include the work at Swift and Ragged Rapids; and section No. 3 to include that between Sparrow and Couchiching Lakes.

The preliminary plans and estimates for section No. 1 have been forwarded to the Department, and those for section No. 2 will be ready by the end of this month. The field notes for section No. 3 have been plotted and some work done on calculating quantities, &c.

Lake Surveys.—Very little work was done during the past year on the hydrographic survey begun five years ago, of the chain of lakes which form part of the Trent waterway. It is the intention however to continue the work this summer, as soon as the Severn River survey is finished.

I am, sir,
Your obedient servant,

ALEX. J. GRANT,
Superintending Engineer.

DEPARTMENT OF RAILWAYS AND CANALS, TRENT CANAL.

SUPERINTENDENT'S OFFICE.

PETERBOROUGH, May 27, 1913.

SIR,—I have the honour to submit herewith my annual report of the maintenance and operation of the Trent canal for the fiscal year from April 1, 1912, to March 31, 1913.

The extent of the canal completed is the same as last year, namely, 160 miles.

OPENING AND CLOSING OF NAVIGATION.

	Opened.	Closed.
Peterborough-Hastings division.....	April 23.	December 1.
Peterborough-Lakefield division.....	May 20.	November 6.
Lakefield-Fenelon Falls division.....	May 3.	December 1.
Balsam lake-Lake Simcoe division...	May 8.	October 26.

PETERBOROUGH LIFT-LOCK OPENED.

The Peterborough hydraulic lift-lock was operated on May 20.

WORK PERFORMED ON THE DIFFERENT DIVISIONS DURING THE YEAR.

RICE LAKE-HEALEY FALLS DIVISION.

The following work was performed during the year on the Rice Lake-Healey Falls division.

Lockmaster's House, Hastings.—Minor repairs were made to the Lockmaster's house at Hastings, such as renovating, &c.

Wharfs in Rice Lake.—General repairs were made to a number of wharfs in Rice Lake, new planking being put in where necessary, which improved the condition and general appearance of these wharfs. The cost of this work was $282.75.

PETERBOROUGH—RICE LAKE DIVISION.

Planking Bridge, Hale's Bridge.—Hale's bridge on the Otonabee river was replanked, and minor repairs made at a cost of $197.17.

Landing Pier at Whitfield's Landing.—A landing pier was constructed at Whitfield's, Rice Lake, that fills a much needed want of the farming community in that section of the county. The township council had been approached at different times by the residents, with a view of working out some method to enable the farmers to get ready access to Peterborough to market their produce, and as a result, a petition was circulated praying for the erection of a wharf or a pier at this point. The township council have spent considerable money on the road leading to the pier, and considerable produce and freight will, no doubt, be handled at this point. The total cost of the pier was $544.53.

Lock No. 7, Peterborough.—A new timber slide for canoeists was erected at the upper end of No. 7 Lock, known as Collin's Locks, Peterborough. The old slide had become a menace to the canoeists, and it was necessary to take some steps to prevent loss of life and accidents. Additional electric lights were also put in, in the vicinity of the slide. Anchor bolts were put into the entrance pier above the lock, running from the retaining wall twenty-two feet back, and these were reinforced by concrete blocks. The lockmaster's house and office were repainted.

Swing Bridge at No. 7 Lock, Peterborough.—Minor repairs were made to the swing portion of the bridge at No. 7 Lock, Peterborough.

PETERBOROUGH—LAKEFIELD DIVISION.

Peterborough Hydraulic Lift Lock.—On Friday, October 23, the lower west gate of the Peterborough lift lock was out of commission, and refused to raise. On examination it was found that the cover and studs on bearing next to the sprocket-wheel that carries the chain for lowering and raising the gates was broken. This was, no doubt, caused either by the dropping of the gate suddenly or by reversing the gate engine too quickly, causing a sudden jerk on the slack chain. The repairs were made and the lock was in perfect working order by the following Sunday evening. Of course, navigation was interfered with to some extent on Friday and Saturday. Other general repairs were made at a cost of $2,405.69. Considerable repairs were made to the canal banks between the Peterborough lift lock and the Norwood road. About one hundred and fifty feet of riprapping on the east bank of the south side of the Norwood road slid into the canal. This was evidently caused by the frost leaving the ground during the month of April. As soon as possible men were put to work and repaired the damage. On June 1, 1912, a slide in the bank, north about one hundred and fifty yards above the Peterorough lift lock, was reported. This was caused by seepage from the canal, and, no doubt, would have proved serious had not immediate steps been taken. A clay core about three hundred feet in length was put in. This work will be resumed the coming season. Other minor repairs were made to the banks at a cost of $4,989.12.

Nassau Dam.—Extensive repairs were made to Nassau dam. The slide in No. 1 weir was in a very bad state of repair, the lumber being completely gone, and the

stone filling nearly all out. It was found necessary to put in a new bottom, rock bolt it and fill it up with stone. No. 2 weir was in about the same condition as No. 1, and required similar repairs. The log weir was also repaired, new stoplogs and guides being put in. No. 4 weir was in a very dangerous condition, the pier seemingly having been built on gravel, and a considerable washout was located under the pier. A new floor was put in here, as well as new timbers. The repairs to the dam are of a lasting nature, and were made at a cost of about $1,279.05.

Peterborough Flood-Dam above Hunter Street.—Considerable repairs were made to this dam, but owing to high water it was impossible to complete the work.

Dredging Locks 3 and 5.—Considerable sand and earth had been washed into the approaches of the locks between Peterborough and Lakefield by the current. This obstruction was causing trouble to the steamboatmen, and it was found necessary to have the dredge *Fenelon* brought down from Lindsay late in November, to clean out approaches. This work entailed an expenditure of $1,779.47. This work was not completed, and will be resumed this spring.

Painting Lockhouses.—The lockmasters' houses between Peterborough and Lakefield, five in number, were repainted at a cost of $1,332.41.

Dam No. 5.—The two centre piers of the dam went out and had to be reconstructed and new flooring put in the sluiceways at a cost of $800.59.

Dam No. 3.—Minor repairs were made to the 'gains' at dam No. 3.

Locks at Young's Point.—Minor repairs were made to the locks at Young's Point.

Landing Pier, Sandy Point, Clear Lake.—A small landing pier at Sandy Point, Clear lake, was built, costing $275.92.

Mount Julian Dock, Stony Lake.—A large quantity of filling was put in at this dock and a storehouse 16 x 24 feet built, the total cost of the work being $996.73.

Lockmaster's House, Burleigh Falls.—Extensive repairs were made at Burleigh Falls. The lockmaster's house was jacked up and new timbers put in, new flooring was put in throughout the house, the house was repainted as well as the office and storehouse.

Bridge at Burleigh Falls.—New timbers were put in the approaches and the bridge repainted. The road was repaired, the high water causing a washout at this point.

Plant-General.—The cost for general repairs to the plant during the season was $6,561.56.

Bridge at Buckhorn.—Minor repairs were made to the bridge at Buckhorn.

Lockmaster's House, Buckhorn.—Repairs were made to the lockmaster's house at Buckhorn, and the chimney rebuilt at an expenditure of $106.65. The storehouse and ice house were repainted.

Glance Pier at Buckhorn.—A portion of this pier had been carried away by the water and was renewed. New lumber being put in and the pier reloaded with stone at a cost of $330.26.

Peterborough to Bobcaygeon.—Lockgates—General repairs were made to the lockgates between Peterborough and Bobcaygeon at a cost of $1,079.29.

Bridge at Bobycaygeon.—New flooring was put in at Bobcaygeon and the bridge was repainted.

Bobcaygeon Lock and Dam.—Extensive repairs were made to the Bobcaygeon lock and dam. At the dam the old stoplogs were replaced by new ones, 21 in number, new 'gains' were put and the fish slide replaced. A portion of the tumbling dam was also repaired, additional plank being put on the top of the dam. The lockgates, as well as the lockmaster's office was repainted. New timber supports were placed in the raceway, and a new covering of hemlock plank laid down. These repairs were done at a cost of $1,624.40.

Scugog River Dredging.—Dredging was resumed in the Scugog river above the Wellington street bridge on April 17, 1912. Until July 1, the dredge was cleaning mud, wire, bark and other refuse off the bottom of the river for a distance of 3,000 feet, from the Wellington street bridge to Baker's mill, preparatory to drilling operations. On July 1 the dredging proper was commenced above the Wellington street bridge. The channel was dredged for a distance of 1,000 feet below the bridge to a depth of nine feet, and one hundred feet wide, and nine feet deep, and fifty feet wide for a distance of 420 feet. An average of two hundred yards per day from July 1 to October 31 was taken out. All this was rock excavation and required blasting to a depth of four feet of rock.

Sturgeon Lake Dredging.—The channel at the entrance of the Scugog river and Sturgeon lake was dredged for a distance of two hundred feet and twenty-five feet wide at a cost of $1,138.99.

Pigeon Creek Dredging.—The channel from Pigeon lake to Omemee was cleared of bogs. These bogs were removed from the old channel and anchored by means of boom timber and cement anchors. About seven thousand feet of boom timber, two hundred and fifty boom chains, and one hundred cement anchors and chains were used for this purpose. The total cost of the work was $2,254.51.

Fenelon Falls.—The landing pier at the Fenelon Falls dock at the upper end of the lock was rebuilt from the water line up. A new plank platform was laid on the pier. The lockgates were overhauled and new chains put in and new valves installed in the upper gates. A new cement walk was also laid to the lockmaster's house.

LAKE SIMCOE—BALSAM LAKE DIVISION.

Toolhouse at Rosedale.—A new toolhouse was erected at Rosedale, and minor repairs made to the swing bridge at an expenditure of $359.75.

Cleaning Drowned Lands.—In April, 1912, a number of men were put to work, cleaning drowned lands at the 4th Concession bridge in the township of Eldon, in the vicinity of Balsover. A considerable portion of land was also cleared, the timber being cut into wood and posts, and the refuse burned. The cost of carrying out the work was $783.23. On December 16th, 1912, a gang of men were put to work cleaning the floating timber and stumps off the drowned lands in the vicinity of what is known as the Portage Road bridge, Balsam lake, Lake Simcoe division. The timber was cut into cordwood and posts, while the stumps and other debris were piled and burned. The cost of this work was $524.31.

Kirkfield Hydraulic Lift Lock.—The machinery of the lock was overhauled and minor repairs made to the lock in general at a cost of $273.38.

Locks and Lockgates.—New concrete recesses for gate arms on the lower gates were put in from lock 1 to 5, inclusive, as well as other minor repairs made. A new concrete floor was put in the cellar of the lockmaster's house at lock No. 4. The total cost of the work being $1,157.35.

Cleaning out Ditches.—The ditches between the Middle Road and Talbot river on the north side of the canal, and on the south side from the Middle Road, East, along the Wescott property, were cleaned out. This work was compulsory owing to the fact that the tile drains carrying the water from the farms in the vicinity were cut off and blocked, when that section of the canal was constructed and the ditches were dug to carry the surface water and prevent damage to property. A portion of this work on the north side is yet to be completed. The outlay of this work, so far, is $557.25.

RESERVOIR WATERS.

GULL RIVER.

Moore's Falls Dam.—The dam at Moore's Falls was rebuilt with concrete. A twenty-five feet sluiceway put in, concrete piers erected and a concrete reinforced platform laid on the dam. On the south side of the dam two twenty-five foot openings were put in with concrete piers and cut-off walls with reinforced concrete tops. The channel on the north side was deepened four feet and the sill lowered four feet. A granite formation of rock was taken out for a distance of eighty-five feet, four feet deep and thirty-six feet wide.

Dam at Norland.—The slide was repaired and a new platform erected on the dam, costing $162.42.

Dam at Elliott's Falls.—Minor repairs were made to the dam at this point.

Big Bob Lake Dam.—A new lumber platform was erected on Big Bob lake dam costing $378.69.

Twelve Mile Lake Dam.—Minor repairs were made to the dam at Twelve Mile lake at a cost of $135.25.

Oblong Dam.—Repairs were made to the slide on Oblong dam on the east branch of the Gull river. The cost to carry out these repairs was $183.88.

Hawk Lake Dam.—General repairs were made to the dam at Hawk lake at a cost of $400.97.

BURNT RIVER.

Devil's Lake Dam.—Minor repairs, gravelling, &c., were made to Devil's Lake dam.

White Lake Dam.—Repairs were made to the slide at White Lake dam.

Black Lake Dam.—The road around Black lake in the township of Cavendish was repaired and gravelled. These repairs were necessary owing to a washout caused by the excessive rains and the overflowing of the waters at the dam.

Bear Lake Dam.—Minor repairs were made to the dam at Bear lake.

MASSASSAUGUA WATERS.

Gull Lake Dam.—This dam was repaired and gravelled.

Eagle Lake Dam.—Minor repairs were made to Eagle Lake dam.

Bottle Lake Dam.—One side of the dam was rebuilt and a new timber platform put on and the dam resheeted at a cost of $1,680.36.

Scott's Dam.—The dam at Scott's Mills was rebuilt. A new platform was put on and the dam resheeted and the slide repaired. This dam is now in a good state of repair. The expenditure of same being $1,367.36.

EEL'S LAKE.

Eel's Lake Dam.—The old dam at Eel's lake which empties into Eel's creek was removed and a substantial new timber dam built. The new dam is 86 feet long, with a centre pier 11 feet x 16 feet, and two shore piers 31 feet each. There are two 7-foot sluiceways. The dam now controls a 11-foot head. The cost of constructing same was $2,160.46.

REPORT ON LIGHTHOUSES AND LIGHTS, AND AIDS TO NAVIGATION.

Lake Simcoe.—Built a lighthouse at Big Bay point, Lake Simcoe, and put a concrete pier 24 x 18, 6 feet above normal water level. We also built a wooden house for light fourteen feet high from concrete pier. We placed a blaugas plant in this lighthouse. This light gives good satisfaction with the steamboat men.

We built a new wooden lighthouse on the wharf at Kemfelde bay. This light is fourteen feet high from the wharf. Same design and dimensions as the wooden part of our other lighthouse, Big Bay point, as shown on plan. Light, oil.

Put a light on the wharf at Thorah island. Light, oil.

Put a new siche gas plant in the lighthouse, Gamebridge, at the entrance to canal from Lake Simcoe.

Two buoys were put out at entrance to Holland river from Cook's bay.

One buoy on shoal off Belle Ewart.

One buoy on shoal west of Fox island.

Two buoys on shoal northeast of Fox island.

Two buoys on shoal south of Big Bay Point light.

One buoy on shoal at Hooges wharf.

One buoy on shoal off Jackson point.

One buoy at entrance to canal from Simcoe.

The lighthouse at entrance to canal was painted.

Painted the buoys in the canal from Simcoe to Balsam lake.

Balsam Lake.—Painted the buoys, and put new ones at Greenly's island, Ball island, and Small island, south of Grand island, and also painted the lighthouse at Rosedale, at entrance to canal from Balsam lake.

Cameron Lake.—A new lighthouse was put at the entrance to the canal from Cameron lake. Same design as at Big Bay point, with concrete base.

Painted the lighthouse, buoys, and put in one new buoy.

Sturgeon Lake and Scugog River to Lindsay.—Put out two new buoys at the entrance to Fenelon river from Sturgeon lake and painted all the buoys. Put a new buoy at Sturgeon point, McConnal's island, and a new lighthouse at the entrance to Scugog river from Sturgeon lake. We had the old siche gas plant repaired and replaced. Painted all the lighthouses, fourteen in number, on the Scugog river. Painted the buoys and put in twenty new ones.

Scugog River and Lake Scugog.—Painted the buoys from Lindsay to Port Perry, Scugog lake, fifty six buoys.

Sturgeon Lake at Bobcaygeon.—Painted the lighthouses and buoys.

REPORT ON LIGHTHOUSES AND LIGHTS, AND AIDS TO NAVIGATION.

Pigeon Lake.—Painted the lighthouse at Pigeon lake, and the buoys in Buckhorn, Deer bay, and Lovesick lake.

Stony Lake and Clear Lake.—Painted and repaired the lighthouse, and reset the buoys and painted them.

Young's Point.—Had the gas plant overhauled and built a new house for the siche gas machine 10 x 12, with concrete foundation and floor.

Young's Point to Lakefield.—We had the buoys repainted and placed in position.

Lakefield to Peterborough.—The buoys were painted and placed in position.

Otonabee River to Rice Lake.—All the buoys were painted and placed in position.

Rice Lake.—Built a new lighthouse at Tiek island, wood top, same as at Big Bay point, with concrete foundation. A light was placed on the pier at the forks of the river, and one on the pier at Jubilee point. Painted and repaired the lighthouse at entrance to river at the cut, leading into Rice lake from the Otonabee river.

I am, Sir,
Your obedient servant,

J. H. McCLELLAN,
Superintendent.

W. A. Bowden, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa.

DEPARTMENT OF RAILWAYS AND CANALS.

ONTARIO—ST. LAWRENCE CANALS,
SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, April 1, 1913.

SIR,—I have the honour to submit my annual report on the St. Peter's canal for the fiscal year ending March 31, 1913.

The canal was opened for navigation April 22, 1912, and closed January 11, 1913.

During the season of navigation 1,242 registered vessels were passed through the canal. In addition to these a considerable number of small craft (principally fishing boats measuring from 7 to 10 tons burthen) were passed through. No record was kept of these owing to the fact that they are not registered.

REPAIRS.

Some repairs were made to segment plates, chains and rollers, as well as valve rods in lock gates. The hand rails on all lock gates were also repaired.

Minor repairs were made to cribwork facing along west bank of canal.

A new floor was placed on highway swing bridge across canal.

A new watch house for bridgetenders was erected.

A new floor was laid in kitchen of lockmaster's house.

The whole of the canal works are in such a dilapidated condition that only sufficient repairs are attempted to enable the canal to be operated till the new lock is ready for use.

IMPROVEMENTS.

The works of improvement as designed consist of the construction of a new lock and entrance at the Atlantic end of the canal.

The lock is to be 48 feet wide and 300 feet long between gates opening in the same direction. It provides for a depth of 18 feet of water on mitre sills at low tide.

The lock will have a rock bottom, and the side walls of lock as well as the entrance walls for a length of about 400 feet on each side, will be built of concrete.

The work as designed entails the removal of about 300,000 c. yds. of earth and 60,000 c. yds. of solid rock.

A contract for this work was entered into with Mr. W. H. Weller of St. Catharines, Ont., on Nov. 17, 1911, but, owing to the lateness of the season, no attempt was made to commence operations till the spring of 1912.

The contractor's plant, consisting of one 70-ton steam shovel, two 20-ton locomotives, thirty dump cars of 6 c. yds. capacity, two flat cars, two steam hoists, &c., &c., began to arrive early in April, and on May 4, everything being in position, the work of excavation was commenced.

The material to be excavated proved to be exceedingly hard, and it was found necessary to resort to the use of dynamite to loosen the earth in front of the steam shovel. The material is a hard red clay containing about 40% of gravel and small stones with a large number of small boulders measuring from one to four c. ft. This material when placed in dump and exposed to rain falls becomes very soft, making it extremely difficult to maintain tracks in good condition for the running of trains.

The material excavated is being deposited along the north shore of St. Peter's bay and over the low lands adjacent, and will make valuable lands for the location of railway sidings, should future conditions call for them.

The difficulty experienced in the excavation of this material and the extremely wet weather of the past season greatly retarded the work, and the amount of material excavated (some 77,000 c. yds.) was very disappointing.

A portion of the old portage road along the west side of canal was excavated and a new road has been constructed a short distance west of the old, and although not yet completed, is available for traffic.

The contractor's operations have not interfered in any way with the navigation of the canal.

At the present time the contractor is having all of his plant thoroughly overhauled and put in the best possible shape for the coming season, and expects to be ready to resume work in a few days.

I have the honour to be, sir,
Your obedient servant,

C. D. SARGENT,
Superintending Engineer.

W. A. Bowden, Esq., C.E,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

DEPARTMENT OF RAILWAYS AND CANALS.

WELLAND SHIP CANAL OFFICE,
ST. CATHARINES, ONT., April, 1913.

SIR,—

During the past few years, while filling the position of superintending engineer of the Welland canal, I had several survey parties in the field working on the location of a proposed Welland ship canal.

Three routes west of the present canal were covered, but all were considered unsatisfactory on account of the poor quality of the material found in the sites of the heavy structures.

The route finally adopted was not considered seriously until 1910, as at first consideration the difficulties to be encountered in putting a canal through on this route seemed insurmountable, as the present canal has to be crossed twice, the canal had to go under the main line of the Grand Trunk railway and the most difficult section of the Grand Trunk Welland division had to be relocated, viz.: where it climbs the mountain.

Careful study of the questions involved, however, gradually eliminated the difficulties and a splendid location for the ship canal was the result.

By Order in Council dated May 3, 1912, I was transferred from the present canal to the position of engineer-in-charge of survey, design and construction of the Welland Ship canal. I immediately rented a vacant flat for an office, and commenced gathering a staff together. It has been impossible to obtain men who have had canal experience, but I have been very successful in obtaining the services of a fine lot of young men who have taken great interest in the work, with the result that the contract plans for the whole work are now in an advanced state, almost ready for the calling of tenders.

During the summer of 1912 I had a fine office building erected in the rear of the present canal office at the corner of Yate and St. Paul streets, St. Catharines, into which we moved in January, 1913. The new office is fully equipped and enables good work to be turned out with despatch.

Last month in company with yourself, I spent eight days in the Isthmus of Panama. This visit confirmed all the previous impressions I had formed as to this great work, and completely satisfied me that my designs, while differing radically from the Panama canal, are fully equal if not superior to them or the conditions to be met with in the proposed Welland ship canal.

The proposed Welland ship canal as finally located follows the course of the present canal from Port Colborne on Lake Erie to Allanburg, half way across the peninsula. From this point an entirely new cutting is to be made, crossing the present canal just below lock No. 25, the water level of the two canals at this point being the same, viz.: 568 feet above sea level. The new canal again crosses the present one below lock No. 11, the water of both canals at this point being at an elevation of 382 feet above sea level.

The proposed canal enters Lake Ontario at the mouth of the Ten Mile Creek about three miles east of Port Dalhousie, the entrance to the present canal. The total length of canal from lake to lake is 25 miles, and the difference in level between the two lakes, 325½ feet, is to be overcome by seven lift locks, each having a lift of 46½ feet. The dimensions of the locks are to be 800 feet in length by 80 feet in width in the clear and with 30 feet of water over the mitre sills at extreme low stages in

the lakes. The width of the canal at the bottom will be 200 feet and for the present the canal reaches will be excavated to a depth of 25 feet only, but all structures will be sunk to the 30 foot depth, so that the canal can be deepened at any future date by the simple process of dredging out the reaches.

A new spur on the western breakwater, consisting of an immense rubble mound of stone from the excavation north of Port Colborne, and terminating in a timber and concrete head-block, located some 2,000 feet farther out in the lake than the present breakwater, will be built to insure quiet water in Port Colborne harbour during storms, which is not the case now, the present breakwater not being far enough out in the lake to deaden the swells.

The outer harbour at Port Colborne has now a 22-foot depth of water at ordinary stages of the lake, which is as much as is available at most of the lake ports and in the channels connecting the lakes at the present time, and the deepening of this portion of the harbour may be left for a few years until the connecting channels in the lakes allow deeper navigation.

The inner harbour at Port Colborne will be deepened to the proposed new depth and the old locks and regulating weir now in the centre of the village will be entirely removed. The rock cut from Port Colborne to Humberstone will be deepened and widened on the west side, and just below Humberstone a thorough cut will be made across the point now forming Ramey's Bend to materially straighten the canal. The materials from these cuts will be nearly all rock, and will be used to form the breakwater previously mentioned. A guard lock will be built in the rock cutting a short distance below Humberstone, and when this new cutting is ready for navigation a regulating weir will be built across the abandoned portion of the present canal which will be used as a by-pass to furnish water to the canal. This lock and regulating weir will control the elevation of the summit level of the canal, which it is proposed to keep at the level of extreme low water in Lake Erie, viz.: 568 feet above sea level.

From Ramey's Bend to Welland the canal will be deepened and widened by excavating a strip along the western bank. Instead of building a new aqueduct at Welland to carry the canal over the Welland river, it is proposed to raise the level of the river to that of the summit level of the canal, viz.: 568 feet above sea level by means of a dam across the river at Port Robinson. This dam will be provided with a large overflow and regulating weir which will control the elevation of the summit level, allowing any surplus water to overflow into the old Welland river and pass out into the Niagara river at Chippawa as at present, a sufficient quantity of water will be allowed to run constantly to keep the river clean.

The present aqueduct at Welland will be dredged out, also the bank between the canal and the river, which latter will be utilized between Welland and Port Robinson instead of the present canal, being somewhat straighter and entailing considerably less excavation. At Port Robinson a cut will be made through the present bank between the canal and the river through which vessels will again enter the canal prism.

The raising of the Welland river above Welland will flood some 1,600 acres of low land adjoining the river bed. This land is flooded every spring by the flood water in the river and is principally used for pasturage. The township of Wainfleet adjoining the Welland river on the south side, consists principally of low lying ground which drains into the Welland river, and to prevent damage to this land on account of the raising of the river, it will be necessary to open up most of the ditches from the point of their present entrance to the river to the intended high water mark.

The turning of the Welland river into the canal will pollute the waters which are at present used by the towns of Welland, Thorold and Merritton, and by the city of St. Catharines for domestic purposes. This may necessitate the construction of extensive filtering plants, which scheme is not looked upon with favour by those interested. An alternative scheme to lay a pipe line from Lake Erie to the reservoirs

of the different municipalities, through which clean water would be continuously pumped, is under consideration, and appears to be the most feasible scheme available.

Between Port Robinson and Allanburg what is known as the deep cut (deepest cutting 80 feet) will be deepened and widened by cutting a slice off the western bank. Allanburg is now the junction of the present and old Welland canals, and the water required for the latter, which is quite considerable on account of the numerous power developments along it, is taken into the canal through a weir at this point.

In connection with the construction of the ship canal, it is proposed to close the present old canal entirely between Allanburg and Marlatts Bridge near Thorold, first building a new weir at the head of lock No. 25 of the present canal to supply the above mentioned water. A dam will then be thrown across the old canal at Allanburg, and the old bed of the canal between the dam and Marlatts Bridge will be utilized as a dumping ground in which to place the material removed from above water in widening the deep cut. This will form a very convenient dumping ground, and the old canal will become more self-contained, as at present the entrance works are situated at an inconvenient distance from the remainder of the canal.

If it is desired to continue navigation on the old canal, entrance may be had to it through lock No. 25 of the present canal when the ship canal is completed by making a short cut through the bank separating the two waterways.

A pair of twin guard gates are located on the proposed canal near the southerly limits of the town of Thorold, and a short distance north of them is located lock No. 7, the head of this lock being directly opposite the head of lock No. 24 on the present canal. That portion of the present canal between locks No. 25 and 24 together with a pond of about 27 acres formed by flooding the upper valley of the Ten Mile creek will be utilized as a regulating basin from which water to fill lock No. 7 will be drawn. This method of drawing water from a side pond instead of directly from the canal above avoids the formation of objectionable currents and surges in the canal and locks, and is the method adopted for filling all of the locks.

Below lock No. 7 is a short reach of canal with an adjacent side pond or regulating basin having a surface area of about 84 acres, and immediately below are located twin locks Nos. 6, 5 and 4 in flight. These three locks overcome a descent of 139½ feet. One flight will be used for down bound vessels and the adjoining flight for up bound, a double flight being required to save long delays in the passage of vessels through the canal.

The main line of the Grand Trunk railway between St. Catharines and Niagara Falls will cross over the foot of twin locks No. 4 by means of two short Bascule lift bridges.

The Welland division line of the Grand Trunk railway is situated just where the new locks are to be built, and it will be necessary therefore to divert it some distance to the west, and the diverted line will bear the same relation to the proposed canal as the present line does to the present canal, following up on the west side of the locks, but remaining on the west side of the canal for some distance above the present lock No. 25, when it crosses over the proposed canal on a Bascule lift bridge to the east side.

From lock No. 4 the proposed canal crosses the meadow to the north, following in part the bed of the Ten Mile creek till it crosses the present canal at the foot of lock No. 11 at an elevation of 382 feet above sea level, which is the level of the present canal at that point. This will enable small vessels which wish to do so, to use the Port Dalhousie entrance as at present, as far as lock No. 11.

Lock No. 3 is located immediately north of the present canal, and at its head on the east side is situated an equalizing basin or pond of 150 acres. Below No. 3 a heavy cutting is required through the village of Homer to the bed of the Ten Mile creek again, above Carleton street, and just below Carleton street lock No. 2 is located. It was difficult to find a location for this lock on account of the lack of rock for a

foundation, but eventually a suitable foundation was found at the present site. The canal at the head of lock No. 2 is at an elevation of 335½ feet above sea level, and floods about 200 acres of land in and adjoining the bed of the Ten Mile creek. Below lock No. 2 the canal follows the bed of the creek to the lake, lock No. 1 being situated just below the lake road. The pond at the head of lock No. 1 covers an area of 107 acres.

The outer entrance piers in Lake Ontario are placed about one and one-half miles from shore, where the depth of water is 30 feet. A wide channel will be dredged from these piers to lock No. 1. The sides of this channel will be protected near the shore end by reinforced concrete cribs with concrete superstructure, alongside which vessels may lie. From the shore line of the lake to the outer entrance piers an embankment about 500 feet in width will be formed on either side of the channel from materials excavated from the canal between the lake and Thorold.

For the purpose of conveying this material from the different contracts to the lake, the Department will build a double track railway along the west side of the canal from the foot of the flight locks near Merritton to the lake, and temporary trestles will be built out in the lake on either side of the harbour from which to start the dumps. The railway will also be utilized to haul crushed stone from the site of the flight locks to locks Nos. 1, 2 and 3, where it will be used for the purpose of making concrete.

The contractor for the rock excavation from the site of the flight locks will, under his contract, be obliged to crush a sufficient quantity of the good rock taken from his excavation to supply all the crushed stone required for making all the concrete for the different locks and structures.

The lock walls will be 82 feet high above the top of the gate sills and including the necessary foundation work required below this level two of the locks will have walls 100 feet high.

The lock gates will be of the single leaf type, swinging on a hinge at one side of the lock, and resting when closed in a notch cut in the opposite wall, a single leaf thus spanning the whole width of the lock chamber. The gate at the foot of each lock will be 83 feet in height and 88 feet in length, and will weigh about 1,100 tons.

The valves and culverts in the walls are of large dimensions and will permit of the lock being filled in less than eight minutes. This will mean that the time of passage through the canal will be very much reduced below that required at present.

The canal will be divided into nine sections for contract and construction purposes.

The contractor for each section will be required to supply all plant and labour to efficiently carry out the work of excavation and the construction of all structures such as locks, weirs, substructures of bridges, entrance piers, &c. He will also supply all necessary materials required in the construction of the above excepting Portland cement and certain metal work which will be furnished by the Department.

The furnishing of Portland cement to the contractors has been found a very satisfactory method on other contracts with the Department and this method will be adopted in all contracts on the ship canal.

All steel and iron castings and other metal work which is standard for all locks, &c., will also be furnished to the different contractors to be placed in position in the concrete masonry of locks, weirs, bridges, &c.

The building and erection of the lock gates will form a separate contract.

The steel superstructure of bridges will be built under separate contracts.

The following estimated quantities will give an idea of the magnitude of the work:—

Rock excavation	6,000,000	cubic yards.
Earth "	40,000,000	"
Concrete	2,500,000	"

A careful and conservative estimate places the total cost of the work at less than $50,000,000.

The canal should be ready for navigation in five years.

I am, sir,
Your obedient servant,

J. L. WELLER,
Engineer in Charge.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

HUDSON BAY RAILWAY.

ENGINEERING DEPARTMENT,
WINNIPEG, August 4, 1913.

Mr. W. A. BOWDEN,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

DEAR SIR,—I beg to report as follows upon the condition of the work on the Hudson Bay railway up to March 31, 1913.

Two location parties under Messrs. Lawledge and Silcox have completed the location of the railway to Port Nelson, subject to some local revisions which will be made the present summer.

The line finally adopted, recrosses to the left bank of Nelson river at Kettle rapids, where a good crossing has been secured about 1,000 feet in length over all, with a cantilever span of about 650 feet over the main channel.

With the exception of this crossing the work will be light. Ballast in considerable quantities has been found at convenient intervals between Manitou rapids and Port Nelson.

At the south end grading has been completed with the exception of a few small gaps, as far as Mile 70 and 90 per cent of the clearing as far as Thicket Portage, Mile 185.

Supplies sufficient to complete this work have been placed on the ground by the contractors and the whole 185 miles should be ready for track by the spring of 1914.

Arrangements are being made also to place supplies on the second contract from Thicket Portage to Split Lake Junction, and considerable progress is expected on this work before the spring of 1914.

An effort is also to be made to commence work on the third contract from Split Lake Junction to Port Nelson.

Track-laying will commence in May and this season should see something over 100 miles laid, depending upon the supply of ties, which have been proven somewhat difficult to obtain.

At the present time the contractors are endeavouring to increase the supply of ties, but it is difficult at present to say to what extent they will be successful as far as this season's work is concerned.

Yours truly,

J. ARMSTRONG,
Chief Engineer.

DARTMOUTH, N.S., 8th August, 1913.

W. A. BOWDEN, ESQ.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

DEAR SIR,—I beg to report the progress made on the construction of the Dartmouth to Deans branch of the Intercolonial Railway, during the fiscal year ended March 31, 1913.

The length of the whole line, as originally located from end of I.C.R. track at Woodside to Deans Settlement is 73 miles. As it appeared that the same amount of traffic, and practically equal service to public, could be obtained without building the full distance, it was subsequently decided to make Upper Musquodoboit the eastern terminus, reducing the length to 67 miles.

For engineering purposes this was divided into seven residencies, each placed in charge of a resident engineer, with junior assistants, axemen, &c. An office was opened at Dartmouth; a Principal Assistant Engineer, Office Engineer, Auditor, and Draughtsman were appointed. Inspectors of concrete, ties, fencing and timber, were employed as required.

The contract with Messrs. M. P. and J. T. Davis (represented on the work by Messrs Cavicchi & Pagano) for the construction of the whole work, except steel bridge superstructure, station houses, water services and telegraph line, is dated 16th February, 1912. Clearing the right of way commenced at the Dartmouth end on 19th February, 1912, and subsequently at other points along the line, and was practically finished during 1912.

Grading commenced at Musquodoboit Harbour (mile 34) in March, 1912; at Lawrencetown (mile 11 to mile 15); Porters Lake (mile 15 to mile 16); and West Chezzetcook (mile 21 to mile 22) in April; at Crawfords Falls (mile 41); Little River (mile 48); Middle Musquodoboit (mile 53 to mile 55); and Upper Musquodoboit (mile 65 to mile 67) in May; and at Woodside (mile 1); and Meaghers Grant (mile 43 to mile 46) in June. The Woodside work being done by steam shovel and train.

The parties having the work directly in hand at Lawrencetown and Porters Lake, suspended work in May, 1912, and this part of the work remained idle until September, when steam shovel was installed, with light engine and cars. This steam shovel, and the one working between Woodside and Cole Harbour, and the force employed on the rock work in the granite section between Musquodoboit Harbour and Meaghers Grant continued all winter. Work at all other parts of line, except a very small force at Chezzetcook, closed down in December.

Concrete work commenced in June, 1912, and continued until suspended in November, by reason of frost.

The average daily force from June to October, on all classes of work was, 46 foremen, 30 mechanics and 427 labourers; in the earlier and later parts of the year, 39 foremen, 20 mechanics, and 359 labourers; the steam shovels, of course, being equivalent to a considerable force of additional labourers.

The percentage of work done, of the different kinds, included in Messrs. Davis' contract, during the fiscal year, as compared with the estimate to complete the whole, were:—

	Per cent.
Clearing and grubbing	63·4
Fencing and gates	4·1
Solid rock excavation	69·3
Loose rock excavation	63·5
Common exeavation (including overhaul)	45·7
Borrow " "	30·0
Concrete	47·8
Pile bridges (materials delivered only)	53·7
Stone bank protection	9·0
Native timber	34·7
Ties	35·0

equal to 48·9 per cent of the whole work comprised in the contract.

Of items not included in the contract the percentage completed or supplied were:—

	Per cent.
Location	100
Engineering	40·5
Right of way	5·2
Rails and fastenings	12·5

making the value of the whole work done and materials supplied equal to 31·6 per cent of the estimated cost to complete.

The progress of the work was hampered to some extent by wet weather during the summer of 1912; the season being in this respect less favourable than is usual in Nova Scotia.

I am, sir,

Your obedient servant,

W. A. HENDRY,
Engineer in Charge.

PART VII

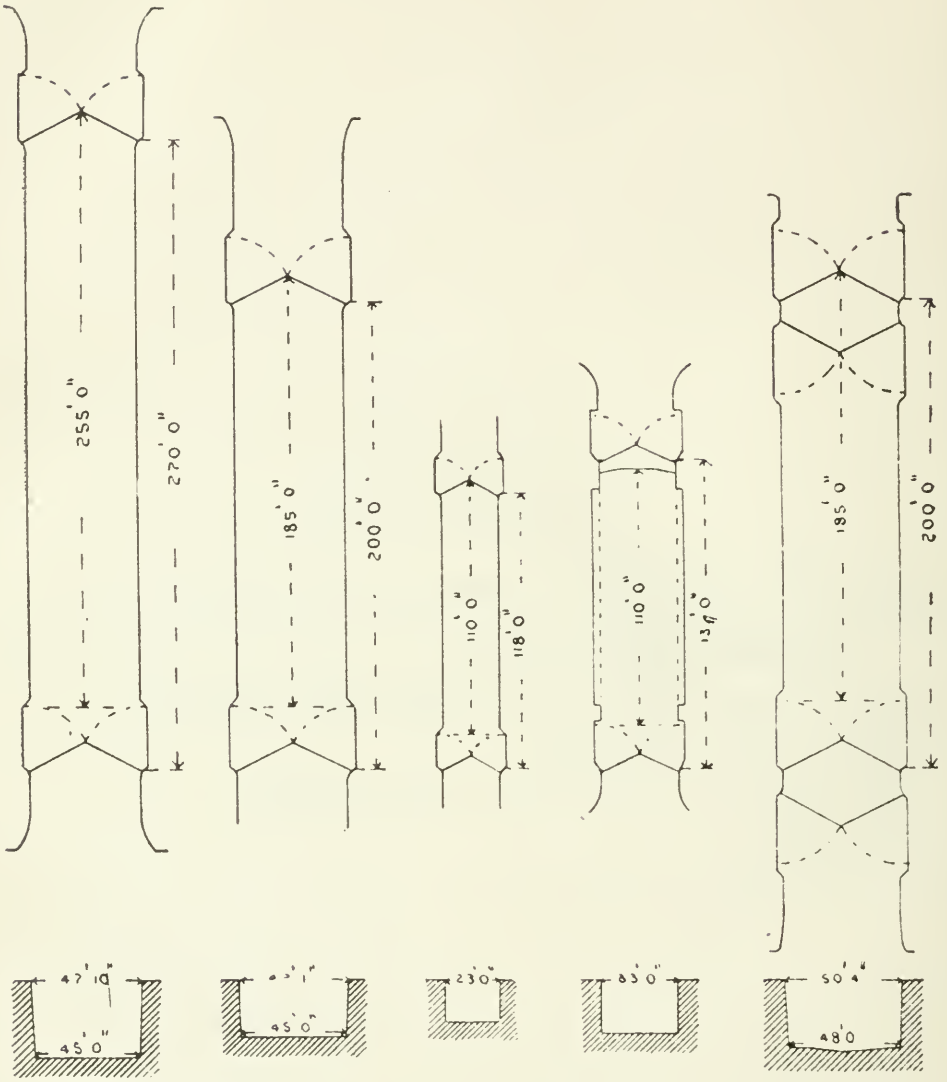
CANALS

Diagrams showing dimensions of smallest lock on each canal, &c.

Dimensions and other features of the several canal works, and description of the intermediate water navigations:

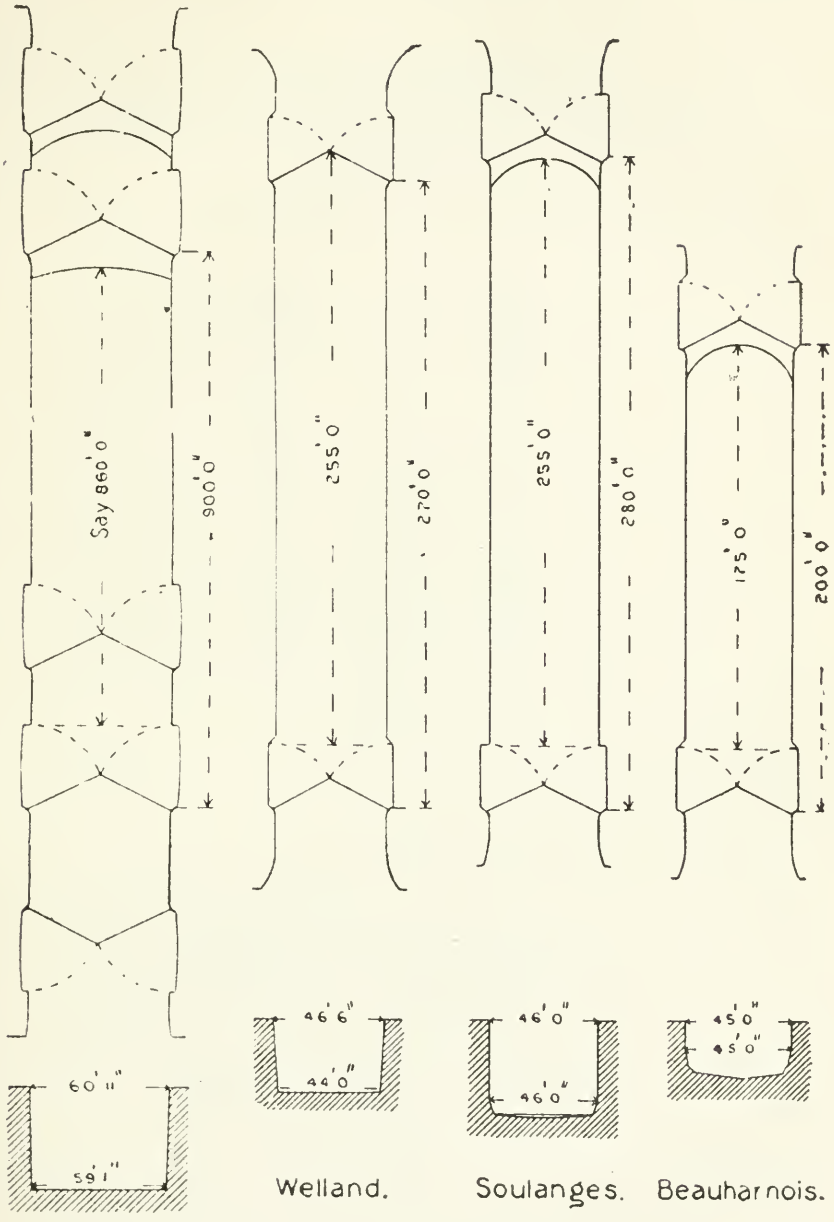
1. Between Montreal and Port Arthur or Fort William, Lake Superior.
2. Montreal, Ottawa and Kingston.
3. River Richelieu and Chambly Canal to Lake Champlain.
4. Trent Canal.
5. St. Peter's Canal.

Plans and Sections showing Dimensions of the Smallest Lock on each



There are no locks on the through route between Lake Superior and

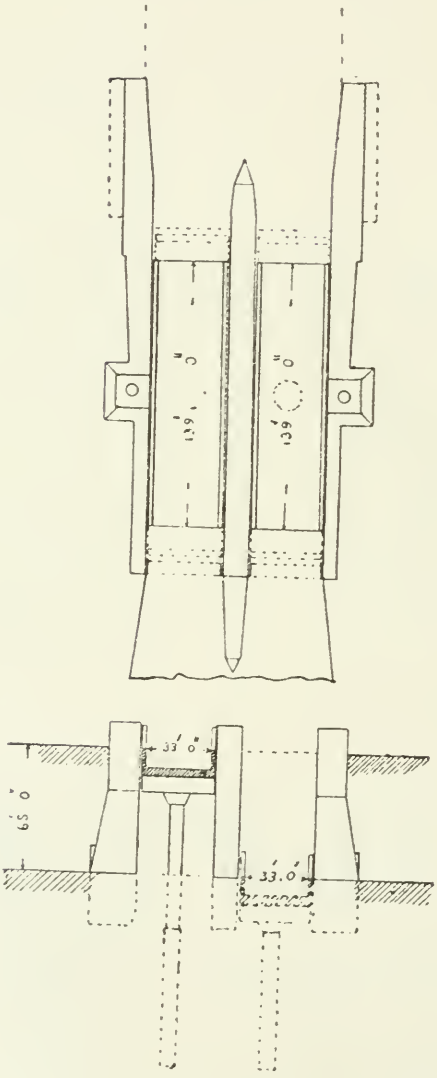
of the Canadian Canal System except the Trent Canal, which is uncompleted.



Montreal of less dimension than those of the Welland Canal Locks.

TRENT CANAL

Hydraulic Lift-Lock at Peterborough
65 Feet Lift.



CANALS

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation.

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers are as follows:—

First.—The through route between Montreal and Port Arthur or Fort William on the west shore of Lake Superior (14 feet minimum depth of water.)

	Statute Miles.
1. Lachine canal	8½
Lake St. Louis and River St. Lawrence	16
2. Soulanges canal	14
Lake St. Francis and River St. Lawrence	31
3. Cornwall canal	11¼
River St. Lawrence	5
4. Farrans Point canal	1¼
River St. Lawrence	9½
5. Rapide Plat canal	3⅝
River St. Lawrence	4½
6. Galops canal	7⅛
River St. Lawrence and Lake Ontario	228
7. Welland canal	26¾
Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c.	574
8. Sault Ste. Marie canal	1¼
Lake Superior to Port Arthur or to Fort William	272
Total	1,214
To Duluth	1,336
Chicago	1,240

Second.—Montreal to International Boundary, near Lake Champlain.

	Statute Miles.
1. St. Lawrence river to Sorel	46
2. Sorel, via Richelieu river, to St. Ours lock	14
3. St. Ours lock	⅛
4. Richelieu river, St. Ours lock, to Chambly canal	32
5. Chambly canal	12
6. Chambly canal to boundary line	23
Total	127⅛

Third.—Montreal to Ottawa.

	Statute Miles.
1. Lachine canal	8½
2. Lake St. Louis	15
St. Anne's lock at outlet of Ottawa river	⅛
Lake of Two Mountains and Ottawa river	27
3. Carillon canal	¾
Ottawa river	6¼
4. Grenville canal	5¾
Ottawa river to Ottawa	56
Total	119⅜

Fourth.—Ottawa to Kingston and Perth.

	Statute Miles.
1. Rideau canal, Ottawa to Kingston	126¼
Perth Branch.—Rideau lake to Perth	7
Total	133¼

Fifth.—Lake Ontario, at Trenton, to Lake Huron.

1. Trent canal,—not completed.

Sixth.—Atlantic Ocean to Bras d'Or Lakes, Cape Breton.

	Statute Miles.
1. St. Peter's canal	½

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Strait of Belle Isle to Port Arthur or Fort William on the west coast of Lake Superior, a distance of 2,217 statute miles. The distance to Duluth is 2,339 miles; the distance to Chicago, 2,243 miles. From the Strait of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 statute miles. From Quebec to Montreal the distance is 160 miles.

The control of the St. Lawrence ship channel, and the making of improvements thereto, are now under the Department of Marine and Fisheries, whose annual reports give full information as to the history and improvement of the channel. A 30-foot channel between Montreal and Father Point—with a width of 450 feet in the straight portions, and of from 600 to 750 feet in the bends between Montreal and Quebec, and of 1,000 feet everywhere below Quebec—has been practically completed. In 1909 the first work of deepening the ship channel to 35 feet was begun.

By means of channel improvements, Montreal has been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the several rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the Great Lakes and the Sault Ste. Marie canal to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farrans Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 74 miles; total lockage (or height directly overcome by locks), 553¼ feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior, is 48. The Soulanges canal takes the place of the Beauharnois canal, abandoned for navigation purposes, and the Murray canal is used only by the coasting vessels on Lake Ontario. It is not a part of the through route.

It is important to note that the enlargement of canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of vessels to be accommodated is limited to 255 feet. At Farrans Point, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois, on the Galops canal, the object being to pass a full tow at one lockage. The lock at Sault Ste. Marie is 900 feet by 60 feet, with 18 feet 3 inches on the sills at lowest known water level.

Access from Lake Erie to Lake Huron is obtained by way of the Detroit river, Lake St. Clair, and the St. Clair river, which have been deepened to a minimum of 21 feet, principally by the United States government.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canals, situated on the United States side of the River St. Mary. Improvements of the United States channels in River St. Mary through Hay lake, east of Sault Ste. Marie, have been carried on for several years past. The dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. In the year 1903 excavation was commenced to afford 21 feet at the lowest stage of water.

The improvement of Canadian channels from above Montreal to the head of Lake Superior is controlled by the Department of Public Works. Work is now under way to dredge the channel in the River St. Mary to 21·5 feet below L.W.L., the existing minimum depth being 18·75 feet below L.W.L. Existing depths elsewhere between Lakes Erie and Superior give a minimum of 21 feet below L.W.L. The Limekiln channel in the Detroit river has been deepened to 21 feet; and the United States government has opened the Livingstone channel in the same (Detroit river) with a depth of 22 feet.

The improvements at the harbours of Fort William and Port Arthur now under way will give a minimum depth of 25 feet below L.W.L. This depth exists at present over the channels leading to the principal wharves.

The provisions and maintenance of aids to navigation on all Canadian river and lake channels is controlled by the Department of Marine and Fisheries.

The Sault Ste. Marie, Welland, Cornwall, Soulanges and Lachine canals are well lighted throughout by electricity, and are electrically operated. The Farrans Point canal is lighted with acetylene gas.

Navigation, which is closed by ice during the winter months, opens about the end of April on the Great Lakes and St. Lawrence route. Ice-breaking steamers are now employed to lengthen the navigable season at Lake Superior and Georgian Bay terminals.

STATEMENT OF PRESENT MINIMUM DEPTH OF IMPROVED CHANNELS.

Father Point to Montreal	30 feet.
Montreal to Port Colborne	14 "
Port Colborne to Fort William	18¾ "

LACHINE CANAL.

Length of canal	8½ statute miles.
Number of locks	5
Dimensions of locks	270 feet by 45 feet.
Total rise or lockage	45 feet.
Depth of water on sills, at two locks	18 "
Depth of water on sills, at three locks	14 "
Average width of new canal	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills. The two lower north locks, however, have been lengthened to 270 feet, and have 16½ feet of water on the sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bar the ascent of the River St. Lawrence. They are 986 miles distant from the Strait of Belle Isle.

SOULANGES CANAL.

Length of canal	14 statute miles.
Number of locks—	
Lift	4
Guard	1
Dimensions of locks	280 feet by 45 feet.
Total rise or lockage	84 feet.
Depth of water on sills	15 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascades rapids, Cedar rapids and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges canal the distance is sixteen miles.

CORNWALL CANAL.

Length of canal	11 statute miles.
Number of locks	6
Guard gates	1
Dimensions of locks	270 feet by 45 feet.
Total rise or lockage	48 feet.
Depth of water on sills	14 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

The old lift locks, 200 feet by 55 feet, are also available with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis 31 miles, which is navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's Landing.

WILLIAMSBURG CANALS.

The Farrans Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRANS POINT CANAL.

Length of canal	1¼ mile.
Number of locks	1
New lock	800 feet by 50 feet.
Old lock	200 " 45 "
Total rise or lockage	3½ feet.
Depth of water on sills of new lock	14 "
Depth of water on sills of old lock	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

From the head of the Cornwall canal to the foot of Farrans Point canal the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farrans Point rapids, passing the full tow at lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

Length of canal	3⅔ miles.
Number of locks	2
Dimensions of locks	270 feet by 45 feet.
Total rise or lockage	11½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	152 "

The old lift-lock, 200 feet by 45, is also available with nine feet of water on mitre sills.

From the head of Farrans Point canal to the foot of Rapide Plat canal there is a navigable stretch of 9½ miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

Length of canal	7⅛ miles.
Number of locks	3
Dimensions of locks—	
Lift-lock at foot of canal	800 by 50 feet.
Guard-lock at head of canal	270 by 45 "
Lift-lock to pass vessels around Galops rapids only	303 by 45 "
Total rise or lockage	15½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Length between eastern and western piers	5⅛ miles.
Breadth at bottom	80 feet.
Breadth at water surface, low water, Lake Ontario	124 "
Depth below low water, Lake Ontario	11 "
Number of locks	None.

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old line.	Enlarged or new line.
Length of canal	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3)	2	1
Number of locks—		
Guard	1	1
Lift	26	25
Dimensions	1 (tidal) 230 x 45 1 lock 200 x 45 1 lock 270 x 45 24 locks 150 x 26½	270 feet x 45 feet.
Total rise or lockage	326¾ feet.	326¾ feet.
Depth of water on sills	10¼ "	14 "

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson Cut to River Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 "
Chippewa Cut to River Niagara (6-ft. navigation only)	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 x 26½ feet.
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ ft. 1 of 300 by 45 ft. lower. / 28 ft. upper.
Total rise or lockage	10 feet.
Depth of water on sills	6 " only.
Navigable depth of channel	9 "

PORT MAITLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Depth of water on sills	7½ feet.
Total rise or lockage	7 "
Navigable depth of channel	6 " only.

The Welland canal has two entrances from Lake Ontario at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Length of canal, between the extreme ends of the entrance piers	1 1/30 miles or 7,472 feet.
Number of locks	1
Dimension of locks	900 feet by 60 feet at water level; width at lock bottom, 59 feet.
Depth of water on sills (at lowest known water level)	18 feet 3 inches.
Total rise or lockage (mean)	19 feet.
Breadth of canal at bottom	141 feet 8 inches.
Breadth at surface of water	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa: thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

OTTAWA RIVER CANALS.

The Ste. Anne's Lock. Carillon Canal. Grenville Canal.

RIDEAU CANAL.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall) and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine Canal	8½	
From Lachine to Ste. Anne's Lock	15	23½
Ste. Anne's Lock and piers	⅛	23⅝
Ste. Anne's Lock to Carillon Canal	27	50⅝
The Carillon Canal	¾	51⅜
From Carillon to Grenville Canal	6¼	57⅝
The Grenville Canal	5¾	63⅜
From the Grenville Canal to entrance of Rideau Navigation	56	119⅜
Rideau Navigation ending at Kingston	126¼	245⅝
" Perth Branch, from Rideau Lake to Perth	7	195

STE. ANNE'S LOCK.

	New Lock.	Old Lock.
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1	1
Dimensions of locks	200 x 45 feet.	190 x 45 feet.
Total rise or lockage	3 "	3 "
Depth on sills	9 "	6 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Length of canal	¾ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet
Total rise or lockage	16 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal is a navigable stretch of 27 miles, through the Lake of Two Mountains and River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Length of canal	5¾ miles
Number of locks	5
Dimensions of locks	200 x 45 feet.
Total rise or lockage	43¾ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 "

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa at the city of Ottawa with the eastern end of Lake Ontario at Kingston.

Length of navigation	126¼ miles.
Number of locks from Ottawa to Kingston	33 ascending. 14 descending.
Total lockage 457½ feet.	292¾ rise and 165¾ fall. at low water.
Dimensions of locks	134 x 33 feet.
Depth of water on sills	5 feet.
Navigation depth through the several reaches	5 feet.
Breadth of canal reaches at bottom	54 feet in rock. 60 feet in earth.
Breadth of canal at surface of water	80 feet in earth.

PERTH BRANCH.

Length of canal	7 miles.
Number of locks	2
Dimensions of locks	134 feet x 33 feet.
Total rise or lockage	26 "
Depth of water on sills	5 " 6 inches.
Length of dam	200 "
Breadth of canal at surface of water	80 "
Breadth of canal at bottom	40 " in rock. 60 " in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolf lake system.

2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.

3. The southwest descending level to Kingston, supplied by the Mud lake system, formerly known as the Devil lake system, discharging into Lake Opinicon.

Lake Opinicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow to Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through

the St. Ours lock to the basin at Chambly; thence, by the Chambly canal, to St. Johns, and up the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, at the southern end of Lake Champlain, connection is obtained by means of the Champlain canal with the River Hudson, by which the city of New York is directly reached.

The following table shows the distances between Sorel and New York:—

Sections of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Milles.
Sorel to St. Ours Lock	14	14
St. Ours Lock to Chambly Canal	32	46
Chambly Canal	12	58
Chambly Canal to boundary line	23	81
Boundary line to Champlain Canal	111	192
Champlain Canal to junction with Erie Canal	66	258
Erie Canal from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK AND DAM.

Length	$\frac{1}{8}$ mile.
Number of locks	1
Dimensions of lock	200 feet by 45 feet.
Total rise or lockage	5 feet.
Depth of water on sills	7 "
Length of dam in western channel	690 "

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Length of canal	12 miles.	
Number of locks	9	
Dimensions of locks—		
Guard lock No. 1 at St. Johns	122 feet	From 22½ to 24 feet wide.
Lift lock No. 2	124 "	
Lift locks Nos. 3, 4, 5, 6	118 "	
Lift locks Nos. 7, 8, 9, combined	125 "	
Total rise or lockage	74 "	
Depth of water on sills	6½ "	
Breadth of canal at bottom	36 "	
Breadth of canal at surface of water	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in the present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 155 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe. The route from Lake Simcoe to Georgian bay, Lake Huron has not yet been determined.

The full execution of the scheme, commenced by the imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog, to Port Perry, a distance of approximately 174 miles from Trenton.

The works by which the Trent navigation has been improved to date comprise short canals with locks at Hastings, Peterborough, Peterborough to Lakefield 7 locks, one being a hydraulic lift; Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and six locks between Balsam and Simcoe lakes, one being a hydraulic lift; also lock and dam at Lindsay.

Also dams at Healey Falls, Hastings, Peterborough, Peterborough to Lakefield, 6; Young's Point, Burleigh, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and three between Balsam and Simcoe lakes.

Bridges also have been built at many of the locks and at other places.

For convenience the canal may be divided into the following divisions, the lengths being given:—

ONTARIO-RICE LAKE DIVISION.

Embracing the canal and river navigation between Trenton, on the Bay of Quinté, to Rice lake, 56 miles.

The all-river route from Trenton, on the Bay of Quinté, to Rice lake was fully decided upon by the government during the session of 1907, and the work of construction was begun that fall. The improvement is carried out on the principle of damming the river at suitable points by means of dams, and connecting the pools thus created by means of locks and short stretches of canal. The locks on this division will be 175 feet long, 33 feet wide, with 8 feet 4 inches of water on the sills. In the reaches there will be a minimum depth of 9 feet of water. For the purpose of construction, this division of 56 miles has been divided into seven sections, all of which are under contract. Rice lake is 369 feet above low water level of Lake Ontario, which height will be overcome by 18 locks.

PETERBOROUGH-RICE LAKE DIVISION.

Embracing that stretch of river and lake navigation from the lower end of Rice Lake to Peterborough, 32 miles.

This division is navigable with a minimum depth of 6 feet.

At Hastings are a concrete lock, replacing the old masonry lock, and a concrete dam, replacing the old timber structure which formerly existed at that point; these maintain navigation on the Trent River, Rice Lake and the Otonabee River to Peterborough, a distance of about 38 miles.

At Peterborough, 89 miles from Trenton, is a masonry lock and a concrete dam which maintain navigation through Little lake to lock No. 6 of the Peterborough-Lakefield division, a distance of about three-quarters of a mile.

PETERBOROUGH-LAKEFIELD DIVISION.

Embracing that stretch of river and canal navigation from Little lake at Peterborough to Lakefield, 10 miles.

Construction completed and canal in operation with a minimum depth of 6 feet for navigation.

From Peterborough to Lakefield, navigation is maintained on the Otonabee river by a series of concrete locks and timber dams as follows:—

Leaving Little lake through lock No. 6, in a distance of about half a mile, the hydraulic lift lock is reached, where there is a lift of 65 feet into a reach which extends to lock No. 5, about five miles from Peterborough, the last mile only of this reach being in the river; from here to Lakefield, locks 5, 4, 3, 2 and 1, with their respective dams, give navigation to Lakefield, about ten miles from Peterborough, or 99 from Trenton, and thence on five miles further to Young's Point.

KAWARTHA LAKES DIVISION.

Embraces that stretch of lake and river navigation from Lakefield to the entrance to the canal on the west shore of Balsam lake—62 miles.

Navigable with a minimum depth of 6 feet. Also in this division, may be included the Lindsay branch which embraces the Scugog lake and river from main channel on Sturgeon lake to Port Perry, the distance being about 30 miles, not included in the total 62 miles, above mentioned. A new lock and dam at Lindsay on this branch has recently been built.

At Young's Point, a masonry lock and timber dam maintain navigation through Clear and Stony lakes to Burleigh, a distance of about nine miles.

At Burleigh, a masonry lock of two lifts and concrete dam maintain navigation through Lovesick lake, about two miles, to Lovesick. A new concrete dam has recently been completed at Burleigh.

At Lovesick, a masonry lock and timber dam maintain navigation through Deer bay for about five miles to Buckhorn.

At Buckhorn, a masonry lock and new concrete dam maintain navigation for about 16½ miles through Buckhorn and Pigeon lakes to Bobcaygeon, 136 miles from Trenton, and also, as branches, maintain navigation from Buckhorn lake through Chemong lake to Bridgeworth, about 8 miles, and in the Pigeon river from Pigeon lake to Omemee, about 10 miles.

At Bobcaygeon, a masonry lock and two dams, one being recently rebuilt of concrete and the other a timber one, maintain navigation through Sturgeon lake and Fenelon river, a distance of about 14½ miles to Fenelon Falls.

At Fenelon Falls is a short canal, a masonry lock of two lifts and a timber dam which maintain navigation across Cameron lakes to Rosedale, a distance of about 3½ miles, to a new concrete lock of the same dimensions as those of the Ontario-Rice lake division.

At Rosedale, the new concrete lock and dam maintain navigation on Balsam lake, the summit level of the canal, which extends from Rosedale to the hydraulic

lock at Kirkfield, a distance of twelve miles; half of this distance is through a canal connecting Balsam lake with the lock, which is about 166 miles from Trenton.

SIMCOE-BALSAM LAKE DIVISION.

Extends from Balsam lake to Gamebridge on Lake Simcoe—18·2 miles.

Construction completed and canal in operation with a minimum depth of 6 feet.

At the Kirkfield hydraulic lock is a drop of 50·44 feet from the summit level. From this point to Gamebridge on Lake Simcoe, 179 miles from Trenton, the route consists of canal and river reaches maintained by damming the Talbot river. There are five new concrete locks numbered 1, 2, 3, 4 and 5, with concrete dams at Nos. 1 2 and 3.

HOLLAND RIVER DIVISION.

This contemplated the canalization of the Holland river between Lake Simcoe and Newmarket, 12·3 miles. It has not been completed, and work on it was discontinued in December, 1911.

The following is a list of locks now in use, with their dimensions, in order of location, from Hastings to Gamebridge on Lake Simcoe.

		Length between Hollow Quoins	Width.	Depth on Sill.	Lift.
		Ft.	Ft.	Ft.	Ft.
1	Lock at Hastings	175	33	8·4 in.	9
1	" at Peterborough	134	33	6	9
1	" No. 6, Peterborough—Lakefield Division	142	33	6	12
1	" at Peterborough, hydraulic lift lock No. 1	140	33	6	65
1	" No. 5, Peterborough—Lakefield Division	142	33	6	14
1	" No. 4, " " "	142	33	6	12
1	" No. 3, " " "	142	33	6	12
1	" No. 2, " " "	142	33	6	10
1	" No. 1, " " "	142	33	6	16
1	" at Young's Point	134	33	6	6
2	" at Burleigh, each 11½ feet	Upper 134, Lower 150	33	6	23
1	" at Lovesick	134	33	6	4
1	" at Buckhorn	134	33	6	9
1	" at Bobcaygeon	134	33	6	7
2	" at Fenelon Falls, each 12 feet	Upper 134, Lower 150	33	6	24
1	" at Rosedale	175	33	8·4 in.	4
1	" at Kirkfield, hydraulic lift No. 2	140	33	6	50·44
1	" No. 1, Simcoe—Balsam Lake Division	142	33	6	21
1	" No. 2, " " "	142	33	6	14
1	" No. 3, " " "	142	33	6	14
1	" No. 4, " " "	142	33	6	14
1	" No. 5, " " "	142	33	6	11
24					
1	" at Lindsay, Scugog Branch	142	33	6	6·5

ST. PETER'S CANAL, CAPE BRETON.

Length of canal	About 2,600 feet.
Breadth at water line	55 feet.
Lock	1 tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 feet.
Extreme rise and fall of tide in St. Peter's bay	7 feet.

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic. A new Atlantic entrance and lock, 300 feet by 48 feet, are now under construction. These will replace the existing lock and entrance.

PART VIII

MISCELLANEOUS STATEMENTS

Table of distances, Intercolonial and Prince Edward Island Railways.

INTERCOLONIAL RAILWAY.

Expenses, gross earnings, freight tonnage, profit or loss, and passengers yearly since July 1, 1876.
Earnings, passenger, freight, mails and sundries yearly since July 1, 1876.
Earnings, yearly since July 1, 1876.
Local and through freight, yearly since July 1, 1876.
Local and through passengers, yearly since July 1, 1876.
Coal carried from Nova Scotia colleries, yearly since July 1, 1876.
Grain carried for shipment, yearly since July 1, 1876.
Flour and meal carried, yearly since July 1, 1876.
Grain carried, yearly since July 1, 1876.
Lumber carried, yearly since July 1, 1876.
Live stock carried, yearly since July 1, 1876.
Raw and refined sugar carried, yearly since July 1, 1876.
Fresh and salt fish carried, yearly since July 1, 1876.
Ocean-borne goods carried, yearly since July 1, 1876.

WINDSOR BRANCH.

Earnings, expenses and profits or losses, yearly from 1880.

PRINCE EDWARD ISLAND RAILWAY.

Expenses, earnings, freight and passenger traffic and loss, yearly from 1875.

CANALS.

Statement showing total cost of construction and enlargement from Montreal to Port Arthur.
Statement showing total cost of construction and enlargement from Lachine to Ottawa.
Statement showing total cost of construction and enlargement from Ottawa to Kingston.
Statement showing total cost of construction and enlargement from St. Johns to Sorel.
Statement showing total cost of construction and enlargement from Lake Ontario to Georgian Bay.
Statement showing total cost of construction and enlargement from Atlantic Ocean to Bras d'Or Lakes.
Freight traffic in 1911 and 1912.
Dates of opening and closing of canals for the season of 1912.

INTERCOLONIAL RAILWAY.

The Intercolonial railway touches six Atlantic ocean ports, namely Pointe du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the River St. Lawrence ports of Lévis, opposite Quebec, and Montreal.

The total length of the road operated during the year ended March 31, 1913, was 1,467·73 miles.

The following are the through distances:—

	Miles.
Montreal to Halifax, via Lévis	827
" St. John, via Lévis	740
" Sydney, via Lévis	990
" North Sydney, via Lévis	983

Freight is carried direct via St. Henri, which would reduce each of the above distances by 3 miles.

MAIN LINE AND BRANCHES.

	Miles.
Halifax to Truro	61·87
Dartmouth Branch	12·00
Truro to Moncton	123·77
Moncton to St. John	89·31
Pointe du Chêne Branch	11·98
Moncton to Campbellton	185·37
Campbellton to Ste. Flavie	105·03
Indiantown Branch	21·95
Ste. Flavie to Rivière du Loup	83·29
Rivière Ouelle Branch	6·19
Rivière du Loup to Pointe Lévis	115·55
Hadlow to Chaudière Curve	5·63
Chaudière to Ste. Rosalie	115·53
St. Charles Junction to Chaudière Junction	16·73
Nicolet Branch	14·70
Dalhousie Branch	6·28
Pictou to Oxford Junction	69·39
Brown's Point to Stellarton	11·90
Junction near New Glasgow to Pictou Landing	8·18
Pugwash Junction to Pugwash	4·54
Truro to Mulgrave	122·30
Mulgrave to Point Tupper (Ferry)	0·80
Point Tupper to Sydney	91·17
North Sydney Junction to Sydney Mines	7·07
Fredericton to Loggieville	124·37
Ferona Junction to Sunny Brae	12·52
	1,427·43

LEASED.

Length of main line from Pointe Lévis to Harlow	1·48	
Chaudière Curve to Chaudière	1·19	
Ste. Rosalie Junction to Montreal	37·63	40·30
Total miles		1,467·73

FREIGHT BRANCHES OWNED.

	Miles.
Switch near North street to D.W.T., Halifax	0·85
Halifax Cotton Factory	2·10
Dartmouth Station to end of line	2·12
Sydney Station to wharf	1·06
North Sydney Station to wharf	0·82
Switch near Pictou landing to coal wharf	0·75
Pictou Station to wharf	0·15
Pictou Station to Copper Crown smelter	0·72
Logan's Tannery siding	0·48
Pugwash Station to wharf	0·07
Sackville Wharf branch	0·47
Dorchester Wharf Branch	1·00
Moncton Wharf branch	1·00
Courtenay Bay branch	2·39
St. John water front extension	0·44
St. John Station to Deep Water wharf	0·28
Newcastle Wharf Branch	1·75
Dalhousie Station to wharf	0·50
Campbellton Wharf branch	0·43
Rimouski Wharf Branch	2·00
Trois Pistoles Spur	2·38
Rivière du Loup Wharf Branch	4·35
St. Pacôme Spur	1·27
Nicolet Station to wharf	2·08
Carmel Branch, main line to village	1·05
Fort Lawrence Spur	1·18
Wallace Spur	2·00
Petit Rocher Spur to wharf	1·35
	35·04

WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial railway, to Windsor, N.S., a distance of 32 miles.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Souris to Tignish	166
Mount Stewart to Georgetown	24
Charlottetown to Royalty Junction	5
Emerald Junction to Cape Traverse	13
Alberton to Cascumpec wharf	1
Charlottetown to Murray Harbour	52·3
Montague Junction to Montague	6·2
Harmony to Elmira	9·9
	277·4

INTERCOLONIAL RAILWAY.

THE following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year from July 1, 1876, to March 31, 1913.

Year.	Average miles in Operation.	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight Carried.	No. of Passengers Carried.
		$ cts.	$ cts.	$ cts.	$ cts.		
1876-77	714	1,661,673 55	1,154,445 33		507,228 22	421,327	613,420
1877-78	714	1,816,273 56	1,378,946 78		432,326 78	552,710	618,957
1878-79	714	2,010,183 22	1,294,009 69		716,083 53	510,861	640,101
1879-80	829	1,603,439 71	1,506,298 48		97,131 23	561,924	581,483
1880-81	840	1,759,851 27	1,760,393 92	542 65		725,777	631,245
1881-82	840	2,069,657 45	2,079,262 66	9,605 18		838,956	779,994
1882-83	840	2,360,373 27	2,370,910 10	17,547 18		970,961	878,600
1883-84	887	2,377,433 62	2,384,414 92	6,981 30		1,009,237	944,636
1884-85	941	2,519,751 56	2,441,203 66		78,547 90	989,986	957,228
1885-86	946	2,583,999 67	2,450,093 88		133,905 79	1,023,788	932,880
1886-87	977	2,922,369 62	2,660,116 93		262,252 69	1,143,020	942,784
1887-88	971	3,366,781 74	2,983,336 05		383,445 69	1,288,823	1,040,163
1888-89	971	3,244,647 73	2,967,801 00		276,847 73	1,218,877	1,136,272
1889-90	971	3,560,575 74	3,012,739 87		847,835 87	1,368,819	1,219,233
1890-91	1,094	3,662,341 94	2,977,395 38		684,946 56	1,304,534	1,298,304
1891-92	1,142	3,439,377 00	2,945,441 97		493,935 03	1,264,575	1,297,732
1892-93	1,142	3,045,317 50	3,065,499 09	20,181 59		1,338,080	1,292,878
1893-94	1,142	2,981,671 98	2,987,516 17	5,838 29		1,342,710	1,301,062
1894-95	1,142	2,936,902 74	2,940,717 95	3,815 21		1,276,816	1,352,664
1895-96	1,142	3,012,827 62	2,957,670 10		55,187 52	1,379,618	1,471,866
1896-97	1,145	2,925,968 67	2,866,028 02		59,940 65	1,296,028	1,501,690
1897-98	1,201	3,327,648 51	3,117,669 85		209,978 66	1,434,576	1,523,444
1898-99	1,301	3,675,686 21	3,738,331 44	62,645 43		1,750,761	1,603,095
1899-1900	1,301	4,431,404 69	4,552,071 71	120,667 02		2,151,208	1,029,754
1900-01	1,301	5,460,404 64	4,972,235 87		488,186 77	2,111,310	2,517,295
1901-02	1,301	5,574,563 30	5,671,385 91	96,822 61		2,385,816	2,186,226
1902-03	1,315	6,196,653 19	6,324,323 72	127,670 53		2,790,737	2,404,230
1903-04	1,321	7,239,982 04	6,339,231 43		900,750 61	2,664 149	2,663,156
1904-05	1,446	8,508,826 75	6,783,522 83		1,725,303 92	2,782,257	2,810,960
1905-06	1,446	7,881,914 36	7,643,829 90	61,915 54		3,156,189	2,737,160
1906-07†	1,448	6,030,171 83	6,248,311 00	218,139 17		2,606,073	2,044,847
1907-08	1,448	9,157,435 53	9,173,558 80	16,123 27		4,134,064	2,789,371
1908-09	*1,447·13	9,328,021 55	8,527,069 46		800,952 09	3,573,972	2,907,232
1909-10	1,447·13	8,645,070 33	9,268,234 99	623,164 66		3,927,240	3,122,347
1910-11	1,455·63	9,595,976 79	9,863,783 40	267,806 61		4,104,400	3,232,895
1911-12	1,468·15	10,591,035 84	10,593,785 84	2,750 00		4,536,599	3,416,553
1912-13	1,467·73	11,984,482 69	11,984,482 69			5,203,469	3,763,115

† The year 1906-7 was nine months only; the Canadian fiscal year having been changed to close on March 31, instead of June 30.

* The railway was remeasured in this year.

‡ Of this total $4,500 was paid for compassionate allowances by special vote of Parliament.

INTERCOLONIAL RAILWAY.

STATEMENT of Earnings, yearly, from July 1, 1876, to March 31, 1913.

Year.	Miles in Operation.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.
1876-7	714	460,368 15	607,564 99	86,512 21	1,154,443 33
1877-8	714	475,256 82	801,709 82	101,985 07	1,378,946 78
1878-9	714	451,893 29	752,490 85	88,715 55	1,294,009 69
1879-80	829	490,338 66	915,486 50	100,473 32	1,506,298 48
1880-1	840	545,114 48	1,113,872 21	101,407 23	1,760,493 92
1881-2	840	651,299 74	1,303,496 00	124,470 72	2,679,262 66
1882-3	840	741,992 72	1,487,601 98	141,326 40	2,379,910 10
1883-4	887	775,784 77	1,461,390 37	147,240 78	2,383,414 92
1884-5	941	747,285 13	1,542,052 10	151,566 35	2,441,203 66
1885-6	946	765,900 03	1,523,487 72	160,706 13	2,450,093 88
1886-7	977	828,328 28	1,677,971 59	153,817 06	2,660,116 93
1887-8	971	844,448 07	1,932,877 85	166,010 13	2,983,336 95
1888-9	971	906,246 77	1,909,094 44	152,460 09	2,967,801 00
1889-90	971	895,094 53	1,964,646 86	152,998 48	3,012,739 87
1890-1	1,094	962,316 88	1,853,629 88	160,448 62	2,977,395 38
1891-2	1,142	961,427 94	1,803,529 03	180,485 00	2,946,441 97
1892-3	1,142	1,002,912 74	1,868,853 84	184,468 80	3,065,499 09
1893-4	1,142	958,915 13	1,834,126 34	193,762 51	2,987,502 27
1894-5	1,142	963,914 44	1,782,608 54	194,194 97	2,940,717 95
1895-6	1,142	971,426 26	1,788,813 18	197,400 66	2,957,640 10
1896-7	1,145	979,005 57	1,687,050 42	199,472 03	2,866,028 02
1897-8	1,201	1,053,864 64	1,857,740 06	206,065 15	3,117,669 85
1898-9	1,315	1,167,453 16	2,348,096 58	222,781 70	3,738,331 44
1899-1900	1,315	1,404,469 87	2,912,790 52	234,811 32	4,552,071 91
1900-1	1,315	1,607,166 79	3,121,006 15	244,062 93	4,972,235 87
1901-2	1,315	1,770,941 13	3,644,513 42	255,931 36	5,761,385 91
1902-3	1,315	1,927,916 87	4,128,255 00	268,151 75	6,324,323 72
1903-4	1,321	2,021,568 40	4,041,122 48	276,540 55	6,339,231 43
1904-5	1,446	2,105,066 75	4,373,178 75	305,277 53	6,783,522 33
1905-6	1,446	2,297,716 52	5,019,805 53	326,307 85	7,643,829 90
1906-7	1,448	1,952,438 88	4,032,745 00	263,127 12	†6,248,311 05
1907-8	1,448	2,711,416 98	6,054,493 45	407,643 37	9,173,358 80
1908-9	*1,147·13	2,628,218 57	5,502,550 58	396,300 31	8,527,069 46
1909-10	1,447·13	2,765,884 66	6,048,884 18	453,466 15	9,268,234 99
1910-11	1,455·63	2,899,419 82	6,344,595 66	619,767 92	9,863,783 40
1911-12	1,468·15	3,017,304 63	7,008,300 49	568,180 72	10,593,785 84
1912-13	1,467·73	3,438,447 32	8,028,760 13	517,275 24	11,984,482 69

*As measured in this year. † 1906-7, nine months only.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight carried, yearly, from July 1, 1876, to March 31, 1913.

Year.	Miles in Operation.	Local Freight.	Through Freight.	Total.
1876-7	714	The information for these		421,327
1877-8	714	years was destroyed		522,710
1878-9	714	when the general offices		510,861
1879-80	829	in Moncton were burned		561,924
1880-1	840			725,777
1881-2	840	571,784	267,272	838,956
1882-3	840	537,025	443,936	970,961
1883-4	887	584,581	424,658	1,009,237
1884-5	941	506,574	483,352	989,936
1885-6	946	580,076	443,712	1,023,788
1886-7	977	633,455	509,565	1,143,020
1887-8	971	727,599	561,224	1,288,823
1888-9	971	624,436	594,441	1,218,877
1889-90	971	756,696	612,123	1,368,819
1890-1	1,094	797,492	507,042	1,304,534
1891-2	1,142	750,783	513,792	1,264,575
1892-3	1,142	1,030,628	357,452	1,388,080
1893-4	1,142	966,114	376,596	1,342,710
1894-5	1,142	901,374	366,442	1,267,816
1895-6	1,142	1,101,229	368,389	1,379,618
1896-7	1,145	927,167	368,859	1,296,028
1897-8	1,201	1,053,569	381,007	1,434,576
1898-9	1,315	1,351,569	399,192	1,750,761
1899-1900	1,315	1,713,928	437,280	2,151,208
1900-1	1,315	1,633,671	477,639	2,111,310
1901-2	1,315	1,914,551	471,265	2,385,816
1902-3	1,315	2,239,993	550,744	2,790,737
1903-4	1,321	2,123,261	540,888	2,664,149
1904-5	1,446	2,119,528	662,729	2,782,257
1905-6	1,446	2,413,863	742,326	3,156,189
1906-7	1,448	1,996,869	609,204	*2,606,073
1907-8	1,448	3,227,425	906,629	4,134,064
1908-9	†1,447·13	2,742,454	831,518	3,573,972
1909-10	1,447·13	2,958,642	968,598	3,927,240
1910-11	1,455·63	3,085,437	1,015,963	4,101,400
1911-12	1,468·15	3,452,489	1,084,110	4,536,599
1912-13	1,467·73	3,913,373	1,290,096	5,203,469

* 1906-7, nine months only. † As remeasured in this year.

INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried, yearly, from July 1, 1876, to March 31, 1913.

Year.	Miles in Operation.	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7	714	The information for these years was destroyed when the general offices in Moncton were burned		613,420
1877-8	714			619,957
1878-9	714			640,101
1879-80	829			581,483
1880-1	840			631,245
1881-2	840	647,534	132,460	779,994
1882-3	840	728,186	150,414	878,600
1883-4	887	784,715	159,921	944,636
1884-5	941	812,028	145,200	957,228
1885-6	946	784,817	148,063	932,880
1886-7	977	814,632	128,752	942,784
1887-8	971	948,324	91,839	1,040,163
1888-9	971	1,050,592	85,680	1,136,272
1899-90	971	1,112,695	91,531	1,219,233
1890-1	1,094	1,203,814	94,490	1,298,304
1891-2	1,142	1,198,649	99,083	1,297,732
1892-3	1,142	1,188,827	104,051	1,292,878
1893-4	1,142	1,216,027	85,035	1,301,062
1894-5	1,142	1,272,284	80,383	1,352,667
1895-6	1,142	1,386,803	85,063	1,471,866
1896-7	1,145	1,416,631	85,059	1,501,690
1897-8	1,201	1,438,590	89,854	1,523,444
1898-9	1,315	1,504,652	98,443	1,103,095
1899-1900	1,315	1,878,858	112,896	1,791,754
1900-1	1,315	1,905,599	119,696	2,025,295
1901-2	1,315	2,061,196	125,030	2,186,226
1902-3	1,315	2,555,013	149,217	2,404,230
1903-4	1,321	2,447,843	215,313	2,663,156
1904-5	1,446	2,589,928	221,032	2,810,960
1905-6	1,446	2,491,472	245,688	2,737,160
*1906-7	1,448	1,853,126	191,721	2,044,846
1907-8	1,448	2,593,886	195,485	2,789,371
1908-9	†1,447·13	2,656,217	251,020	2,907,237
1909-10	1,447·13	2,873,547	248,777	3,122,324
1910-11	1,455·63	2,968,435	264,460	3,232,895
1911-12	1,468·15	3,126,922	289,631	3,416,553
1912-13	1,467·73	3,448,411	314,704	3,763,115

* 1906-7, nine months only. † As remeasured in this year.

The following table shows the number of Tons of Coal carried over the Intercolonial railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations in each year since July 1, 1876.

Year.	For the West.			To Local Stations.	Total.
	Via Ste. Rosalie.	Via Montreal.	Via St. John.		
1876-7				103,420	103,420
1877-8				97,043	97,043
1878-9		300		112,232	112,532
1879-80		1,097		135,369	136,466
1880-1		6,102	4,022	174,483	184,607
1881-2		18,015	11,779	218,364	248,158
1882-3		12,837	22,206	227,380	262,423
1883-4		32,014	19,532	252,014	293,562
1884-5		133,440	1,773	213,791	349,004
1885-6		171,170	21,150	215,272	407,592
1886-7		192,871	27,536	233,178	453,585
1887-8		183,704	36,228	309,727	529,659
1888-9		160,026	27,923	338,538	526,487
1889-90		164,453	25,126	366,967	554,546
1890-1		113,996	60,213	344,829	498,038
1891-2		35,447	5,918	392,441	433,806
1892-3		136,808	3,775	402,653	543,296
1893-4		102,273	8,028	367,390	478,691
1894-5		67,082	7,865	310,253	385,200
1895-6		53,124	9,681	369,708	432,513
1896-7		38,395	12,305	331,469	382,172
1897-8		9,084	9,796	351,069	369,949
1898-9		4,647	5,399	484,163	494,206
1899-1900		3,495		599,714	603,289
1900-1		136			506,454
1901-2		1,131	5,763	3,640	546,986
1902-3	2,200	7,817	6,775	725,727	742,519
1903-4	2,260	637	513	691,346	694,761
1904-5	800	265	5,022	596,290	602,377
1905-6	7,542	1,625	661	610,444	620,272
*1906-7	1,737	2,808	3,252	624,833	632,630
1907-8	22	183	4,245	1,061,694	1,066,134
1908-9	514	945	4,243	909,050	914,752
1909-10	42	890	1,452	1,003,120	1,005,504
1910-11	90	180	633	983,921	984,824
1911-12	73		303	1,111,157	1,111,533
1912-13			425	1,216,636	1,217,061

* 1906-7, nine months only.

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway for shipment since July 1, 1876.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-7				1895-6	Nil.	Nil.	Nil.
1877-8				1896-7	"	"	"
1878-9				1897-8	8,000	"	8,000
1879-80				1898-9	30,000	"	30,000
1880-1				1899-1900	13,239	"	13,239
1881-2				1900-1	147	"	147
1882-3	31,011		31,011	1901-2	Nil.	"	Nil.
1883-4	73,389		73,389	1902-3	"	"	"
1884-5	300,901		300,901	1903-4	147,438	"	147,438
1885-6	389,122		389,122	1904-5	Nil.	"	Neant.
1886-7	575,880		575,880	1905-6	*170,000		170,000
1887-8	69,021		69,021	1906-7			Nil.
1888-9	129,725		129,725	1907-8			"
1889-90	502,012		502,012	1908-9			"
1890-1	148,803	59,543	218,337	1909-10			"
1891-2	845,997	519,500	1,265,497	1910-11	*233,839	2,000	235,839
1892-3	156,306	197,666	352,975	1911-12	†122,734	1,215,574	1,338,308
1893-4	Nil.	8,026	8,026	1912-13	2,021901		2,021,901
1894-5	"	Nil.	Nil.				

* Via Montreal. 1906-7, nine months only. † Via Halifax.

TABLE showing the number of Barrels of Flour and Meal carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Barrels.	Year.	Barrels.
1876-7	254,710	1895-6	822,097
1877-8	557,772	1896-7	847,701
1878-9	630,329	1897-8	987,701
1879-80	535,248	1898-9	1,157,250
1880-1	672,310	1899-1900	1,234,077
1881-2	692,095	1900-1	1,292,106
1882-3	983,916	1901-2	1,311,707
1883-4	817,134	1902-3	1,521,540
1884-5	935,977	1903-4	1,607,050
1885-6	761,127	1904-5	1,769,480
1886-7	763,894	1905-6	1,882,630
1887-8	871,838	1906-7	1,531,140
1868-9	948,514	1907-8	1,528,620
1889-90	1,116,050	1908-9	1,466,920
1890-1	1,013,129	1909-10	1,608,170
1891-2	954,015	1910-11	1,696,280
1892-3	856,913	1911-12	1,873,640
1893-4	944,967	1912-13	2,094,990
1894-5	938,351		

1906-7, nine months only.

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TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Bushels.	Year.	Bushels.
1876-77	292,852	1895-96	1,064,385
1877-78	331,170	1896-97	1,093,499
1878-79	302,921	1897-98	1,551,372
1879-80	534,021	1898-99	2,595,353
1880-81	565,678	1899-1900	2,720,453
1881-82	560,253	1900-01	3,535,364
1892-83	1,195,601	1901-02	2,959,761
1883-84	654,673	1902-03	3,302,252
1884-85	734,902	1903-04	2,788,772
1885-86	849,800	1904-05	3,317,910
1886-87	1,018,395	1905-06	2,924,226
1887-88	1,219,035	1906-07	2,231,864
1888-89	1,256,158	1907-08	4,567,245
1889-90	2,610,202	1908-09	4,727,268
1890-91	2,890,921	1909-10	7,074,042
1891-92	3,776,677	1910-11	5,080,848
1892-93	1,514,619	1911-12	5,206,440
1893-94	1,304,684	1912-13	6,530,920
1894-95	1,036,384		

1906-7, nine months only.

TABLE showing the quantity of Lumber in feet carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Feet.	Year.	Feet.
1876-77	50,096,474	1895-96	226,332,715
1877-78	56,626,547	1896-97	243,355,725
1878-79	55,626,696	1897-98	354,093,816
1879-80	55,462,654	1898-99	306,554,031
1880-81	72,841,388	1899-1900	379,350,074
1881-82	78,356,418	1900-01	396,858,964
1882-83	104,633,417	1901-02	428,051,029
1883-84	131,120,948	1902-03	459,231,589
1884-85	138,493,675	1903-04	465,379,803
1885-86	117,186,512	1904-05	518,434,310
1886-87	161,801,763	1905-06	572,878,600
1887-88	157,755,272	1906-07	452,602,703
1888-89	199,507,777	1907-08	754,759,383
1889-90	210,886,071	1908-09	571,395,101
1890-91	184,188,324	1909-10	677,805,611
1891-92	175,474,340	1910-11	647,327,499
1892-93	181,211,013	1911-12	656,418,588
1893-94	200,507,949	1912-13	830,654,000
1894-95	202,247,269		

1906-7, nine months only.

TABLE showing the number of Live Stock carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Number.	Year.	Number.
1876-77	34,414	1895-96	64,051
1877-78	46,498	1896-97	72,082
1878-79	47,584	1897-98	89,301
1879-80	70,990	1898-99	109,821
1880-81	61,574	1899-1900	92,813
1881-82	73,479	1900-01	95,923
1882-83	68,338	1901-02	98,495
1883-84	60,090	1902-03	127,060
1884-85	70,785	1903-04	113,006
1885-86	74,498	1904-05	110,670
1886-87	82,896	1905-06	106,589
1887-88	98,302	1906-07	97,381
1888-89	85,960	1907-08	99,824
1889-90	80,771	1908-09	104,165
1890-91	95,529	1909-10	106,712
1891-92	87,889	1910-11	113,976
1892-93	93,369	1911-12	115,189
1893-94	78,203	1912-13	119,490
1894-95	72,106		

1906-7, nine months.

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TABLE showing the number of Tons of Ocean-borne goods to and from Europe carried over the Intercolonial railway during each year since July 1, 1876.

Year.	Via Ste. Rosalie and from the West.	Via Montreal to and from the West.	Via St. John to and from the West.	To and from Local Stations.	Total.
1876-77					
1877-78		14,949		3,405	18,354
1878-79		21,628		2,643	24,271
1879-80		21,073		4,952	26,025
1880-81		15,454		3,334	18,788
1881-82		21,607		4,168	25,775
1882-83		24,875		7,911	32,786
1883-84		19,696		6,533	26,229
1884-85		22,787		8,405	31,192
1885-86		13,464		8,216	21,680
1886-87		16,923		9,811	26,734
1887-88		41,864		8,878	50,742
1888-89		17,340		11,481	28,821
1889-90		9,895		11,730	21,625
1890-91		9,923		10,764	20,687
1891-92		9,716		23,835	33,571
1892-93		7,295		12,319	19,714
1893-94		3,023	204	13,455	16,682
1894-95		6,749	213	10,399	17,361
1895-96		3,767	314	16,748	20,829
1896-97		2,654	263	17,239	20,156
1897-98		5,950	1,637	18,633	26,220
1898-99		2,462	243	31,555	34,263
1899-1900		6,880	307	37,108	39,794
1900-01	322	7,780	1,142	155,514	163,838
1901-02	1,106	11,925	1,528	172,733	183,147
1902-03	817	21,377	1,194	124,695	138,631
1903-04	2,079	15,325	2,994	146,070	174,520
1904-05	284	17,217	3,683	85,853	105,149
1905-06	2,026	15,922	5,337	128,462	153,042
1906-07	1,384	16,652	436	110,447	128,219
1907-08	2,440	16,652	519	134,541	154,052
1908-09	2,487	23,402	649	119,913	146,451
1909-10	2,367	21,064	5,818	131,273	160,522
1910-11	7,220	27,607	6,927	130,776	172,530
1911-12	9,911	63,544	8,777	213,579	295,811
1912-13	13,144	74,870	11,114	192,012	291,140

1906-7, nine months.

TABLE showing the number of Tons of Raw and Refined Sugar carried over the Intercolonial railway during each year since July 1, 1876.

Year.	Raw Sugar.					Refined Sugar.				
	Via Ste. Rosalie.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.	To Ste. Rosalie for the West.	To Montreal for West.	To St. John for the West.	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77	.....	340	.....	.....	340	.....	.....	.....	.....	.....
1877-78	.....	186	.....	.....	186	.....	.....	.....	.....	.....
1878-79	.....	1,041	.....	.....	1,041	.....	.....	.....	.....	.....
1879-80	.....	12,220	.....	.....	12,220	.....	.....	.....	.....	.....
1880-81	.....	13,872	.....	.....	13,862	.....	4,022	.....	2,902	6,924
1881-82	.....	13,256	.....	1,290	15,546	.....	7,146	.....	3,607	10,753
1882-83	.....	9,465	.....	508	9,973	.....	11,126	.....	5,497	16,623
1883-84	.....	13,778	.....	3,068	16,846	.....	14,543	.....	7,265	21,808
1884-85	.....	10,381	.....	3,661	14,042	.....	18,024	.....	8,445	26,469
1885-86	.....	4,394	.....	3,988	8,392	.....	7,674	.....	5,858	13,518
1886-87	.....	20,450	.....	8,500	28,950	.....	15,044	.....	8,395	23,439
1887-88	.....	14,320	.....	14,085	28,405	.....	21,641	.....	7,133	28,774
1888-89	.....	24,358	.....	7,160	31,518	.....	12,955	.....	11,120	24,075
1889-90	.....	6,390	.....	8,913	16,303	.....	6,778	.....	6,125	12,903
1890-91	.....	5,088	4,670	8,215	17,973	.....	10,130	468	5,096	16,594
1891-92	.....	7,142	3,960	10,535	21,637	.....	12,633	7,647	12,414	32,721
1892-93	.....	.....	.....	10,137	10,137	.....	8,327	6,456	7,840	22,623
1893-94	.....	.....	.....	6,775	6,775	.....	17,729	6,967	8,885	33,581
1894-95	.....	.....	.....	10,342	10,342	.....	13,351	15,819	4,695	33,865
1895-96	.....	.....	.....	9,824	9,824	.....	15,138	13,734	11,309	40,181
1896-97	.....	.....	.....	4,925	4,925	.....	5,694	8,069	6,957	20,720
1897-98	.....	.....	.....	.....	.....	.....	6,624	8,821	10,989	26,534
1898-99	.....	.....	.....	.....	.....	.....	8,138	2,183	15,833	26,164
1899-1900	.....	96	.....	.....	96	.....	9,795	257	19,655	29,907
1900-01	.....	489	.....	.....	489	403	14,791	12	10,615	25,821
1901-02	.....	90	.....	11,553	11,643	3,101	9,831	861	18,839	29,632
1902-03	.....	194	.....	17,137	17,331	3,183	5,763	1,636	20,529	31,111
1903-04	357	875	.....	7,495	8,727	6,013	8,628	879	29,400	44,920
1904-05	602	600	78	1,495	15,684	1,446	7,107	224	23,937	31,764
1905-06	.....	715	68	9,308	10,091	4,235	12,268	176	24,780	41,459
1906-07	.....	394	.....	14,671	15,065	1,998	5,898	2,374	13,927	24,197
1907-08	.....	912	.....	4,371	5,283	5,280	10,555	723	21,073	37,631
1908-09	6	1,705	.....	6,817	8,528	5,095	8,906	979	21,527	36,507
1909-10	309	2,000	.....	12,203	14,512	6,402	9,217	1,051	23,224	39,894
1910-11	532	1,293	.....	24,166	25,991	6,326	9,368	947	25,026	41,667
1911-12	1,096	2,558	.....	12,057	15,711	8,242	9,691	1,519	21,870	41,322
1912-13	1,380	14,030	.....	.....	15,410	8,678	9,640	1,422	23,684	43,424

1906-7, nine months only.

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TABLE showing the number of Tons of Fresh and Salt Fish carried over the Intercolonial railway during each year since 1876.

Year.	Fresh Fish.					Salt Fish.				
	Via Ste. Rosalie.	Via Montrea	Via St. John	To Local Stat ons	Total.	Via Ste. Rosalie.	Via Montreal	Via St. John	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77		530	921	527	1,978		551	1,848	802	3,201
1877-78		596	1,015	474	2,085		898	1,644	805	3,346
1878-79		471	1,336	817	2,624		988	1,038	1,048	2,974
1879-80		519	1,462	453	2,334		1,612	2,238	959	4,809
1880-81		498	1,879	920	3,297		1,418	937	1,051	4,406
1881-82		475	1,919	967	3,951		4,031	1,066	2,487	7,584
1882-82		542	384	393	1,319		3,229	759	1,354	5,412
1883-84		838	1,682	412	2,932		1,322	1,143	1,224	3,689
1884-85		1,062	1,885	484	3,431		3,563	3,660	1,596	8,759
1885-86		1,669	1,655	902	4,216		1,680	3,047	3,376	7,103
1886-87		1,278	1,572	2,008	4,859		3,236	569	1,747	5,552
1887-88		1,533	1,477	1,031	4,041		2,617	470	1,099	4,193
1888-89		2,474	2,000	1,870	63,44		3,070	7,746	2,994	13,810
1889-90		2,335	1,787	2,111	6,223		2,449	847	3,288	6,584
1890-91		2,029	2,788	1,848	6,665		1,953	1,917	3,236	7,106
1891-92		1,367	1,746	547	3,660		1,946	928	1,889	4,763
1892-93		1,683	1,875	3,340	6,898		3,262	1,811	2,176	7,249
1893-94		1,959	2,192	2,224	6,375		2,921	1,814	2,962	7,697
1894-95		2,006	3,726	1,160	6,892		2,075	1,849	5,285	10,209
1895-96		1,966	3,059	1,316	6,344		1,863	1,087	2,791	5,741
1896-97		3,307	3,115	1,286	7,708		2,158	1,176	2,536	5,889
1897-98		3,575	3,703	1,052	8,330		1,729	1,066	2,210	5,005
1868-99		1,210	2,070	3,305	5,583		1,651	1,198	3,625	5,474
1890-1000		2,547	2,706	3,686	8,939		2,421	1,563	2,658	6,643
1900-01	37	2,009	3,207	4,125	9,393	860	3,416	1,346	4,643	9,768
1901-02	219	3,013	4,373	5,477	13,082	283	3,250	1,413	5,196	10,042
1902-03	149	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1904-05	779	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1905-06	284	2,748	2,439	7,706	13,177	683	2,740	346	6,994	10,763
1906-07	320	2,882	3,712	7,400	14,314	307	3,159	416	6,348	10,227
1907-08	199	3,288	1,353	6,224	11,064	661	2,856	1,976	7,031	12,527
1908-09	312	2,965	2,794	6,946	13,017	668	4,078	1,632	4,866	11,244
1909-10	547	3,965	2,616	6,525	14,110	697	3,759	806	6,706	14,868
1910-11	1,216	4,300	2,733	6,161	14,110	893	3,590	1,993	9,130	15,546
1911-12	1,476	4,213	1,917	6,686	14,292	4,250	4,060	425	10,108	18,843
1912-13	1,490	4,572	3,928	7,294	17,284	909	5,795	2,902	8,529	18,135

1[illegible]-7, nine months only.

WINDSOR BRANCH.

This road is operated by the Dominion Atlantic Railway Company (formerly the Windsor and Annapolis Railway Company), under a lease which covers also running powers over the Intercolonial railway between Windsor Junction and Halifax. The company retains two-thirds of the gross earnings, and the government receives one-third of the gross earnings, for maintaining the way and works.

Year.	Miles in operation.	One-third gross earnings.	Proportion credited to line Windsor Junction to Halifax.	Proportion credited to the Windsor Branch.	Maintenance expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1880-81	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	
1881-82	32	28,461 07	7,407 88	21,052 19	13,090 55	7,953 64	
1882-83	32	31,199 77	8,095 88	24,113 89	23,103 93	1,009 96	
1883-84	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07	
1884-85	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	
1885-86	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	
1886-87	32	33,564 58	8,237 00	25,327 58	26,042 33		714 75
1886-87	32	32,242 85	6,689 30	24,553 55	24,040 33	513 22	
1887-88	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	
1889-90	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	
1890-91	32	39,519 56	9,284 48	38,508 35	28,931 71	1,303 42	
1891-92	32	42,891 23	9,382 38	30,235 13	19,514 37	13,994 48	
1892-93	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	
1893-94	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	
1894-95	32	50,703 84	11,626 20	39,077 64	14,640 07	24,437 57	
1895-96	32	47,456 74	10,894 91	36,561 83	16,476 46	20,085 37	
1896-97	32	54,208 81	13,695 58	40,603 23	10,821 04	29,782 19	
1897-98	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 61	
1898-99	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94	
1899-1900	32	62,266 61	14,925 18	47,351 43	12,891 56	34,459 87	
1900-01	32	62,523 20	15,261 31	47,261 89	16,862 66	30,399 23	
1901-02	32	65,315 38	15,710 79	49,604 59	16,376 27	33,228 32	
1902-03	32	56,417 38	13,856 57	42,560 81	17,843 19	24,717 62	
1903-04	32	72,708 54	19,074 49	53,634 05	24,281 09	29,352 96	
1904-05	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51	
1905-06	32	65,936 66	16,484 16	49,452 50	17,485 97	31,966 53	
1906-07*	32	61,597 30	16,156 78	45,440 52	15,425 32	30,015 20	
1907-08	32	76,471 58	20,041 17	56,430 41	37,912 11	18,518 20	
1908-09	32	75,781 86	19,750 47	56,031 33	36,234 55	19,796 78	
1909-10	32	81,861 73	21,207 75	60,653 98	23,549 90	37,104 08	
1910-11	32	64,781 89	16,590 46	48,191 43	17,797 98	30,393 45	
1911-12	32	99,996 10	26,819 50	73,176 60	33,854 05	39,322 55	
1912-13	32	93,235 40	24,988 70	68,246 70	29,970 62	38,276 08	

1906-7, nine months only.

PRINCE EDWARD ISLAND RAILWAY.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic:—

Year.	Miles in operation.	Working expenses.	Gross earnings.	Loss.	Tons of freight carried.	No. of passengers carried.
		$ c.	$ c.	$ c.		
1575-76	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1887-77	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877 78	199	221,599 46	135,899 60	85,699 89	38,668	111,428
1978-79	199	223,313 12	125,855 99	97,457 21	38,923	105,046
1879-80	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1881-82	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1882-83	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1883-84	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1884-85	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1885-86	211	204,237 37	155,303 37	48,934 00	63,589	103,067
1886-87	211	229,639 95	158,365 62	71,276 33	59,603	131,246
1887-88	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1888-89	211	266,485 85	160,971 78	105,524 07	52,604	133,099
1889-90	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1890-91	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1891-92	211	226,422 17	162,690 42	63,731 75	56,718	132,111
1893-94	211	226,891 06	158,533 83	68,857 23	53,577	123,727
1894-95	211	232,105 19	149,654 71	83,250 41	48,325	125,089
1895-96	211	225,138 56	146,476 54	78,662 02	46,395	122,586
1896-97	211	240,489 90	153,443 13	87,046 77	52,151	131,498
1897-98	211	231,418 74	158,950 61	72,468 13	57,539	156,510
1898-99	211	218,053 01	165,021 03	53,040 98	57,968	129,667
1899-1900	211	220,931 81	174,738 73	46,193 08	62,227	147,471
1900-01	211	261,766 24	195,833 48	67,883 76	73,696	157,793
1901-02	210	270,159 97	197,999 97	72,160 00	74,381	184,748
1902-03	209	269,737 82	217,714 24	41,923 58	80,552	205,265
1903-04	209	335,695 44	234,390 03	101,305 41	86,286	224,517
1904-05	209	370,464 44	217,330 61	153,133 83	75,969	235,194
1905-06	261	294,253 16	257,270 57	36,982 59	87,162	371,092
1906-07	267	282,148 50	215,534 97	67,713 53	67,144	232,256
1907 08	267	399,947 79	304,579 83	95,367 96	97,250	317,828
1908-09	267·5	400,330 00	311,319 63	69,010 78	106,090	332,758
1909-10	267·5	427,283 73	319,074 74	108,208 99	105,741	251,038
1910-11	267·5	424,104 00	337,419 55	86,684 45	108,263	356,761
1911-12	267·5	449,962 91	367,203 39	82,759 52	120,218	388,076
1912-13	267·5	489,972 34	389,474 07	100,498 27	122,784	433,888

1906-7, nine months only.

CANALS.

STATEMENT showing the total cost of construction of the individual Dominion canal works and connecting waters, up to March 31, 1913.

Route from Montreal to Lake Superior.

—	Original Construction.	Enlargement of Canals.	Improvements to St. Lawrence River and Lakes.	Totals.
	$ cts.	cts.	$ cts.	$ cts.
Lachine Canal	2,589,532 85	10,815,438 11		13,404,970 96
Lake St. Louis			298,176 11	298,176 11
Soulanges Canal	7,696,439 46			7,696,439 46
Beauharnois Canal	1,636,690 26			1,636,690 26
Lake St. Francis			75,906 71	75,906 71
Cornwall Canal	1,945,624 73	5,297,179 48		7,242,804 21
Williamsburg Canal	1,320,655 54	13,896 26		1,334,551 80
Farrans Point Canal		877,090 57		877,090 57
Rapids Plat Canal		2,158,242 00		2,158,242 00
Galops Canal		6,120,300 14		6,120,300 14
Galops Rapids			1,039,895 65	1,039,895 65
St. Lawrence River and reaches			711,238 93	711,238 93
North Channel			1,718,778 83	1,718,778 83
Murray Canal	1,248,946 71			1,248,946 71
Welland Canal	7,693,824 03	21,557,126 98		29,250,951 01
Sault Ste. Marie Canal	4,987,498 24			4,987,498 24
Totals	29,119,211 82	46,839,273 54	3,843,996 33	79,802,481 59

Route from Lachine to Ottawa.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Ste. Anne's Lock	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville Canals	63,053 64	4,119,039 32	4,182,092 96
Culbute Canal (superseded)	382,391 46		382,391 46
Total	579,901 61	5,154,798 44	5,734,700 05

Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

Route from Ottawa to Kingston.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Rideau Canal	4,127,454 21		4,127,454 21
Tay Canal	489,599 23		489,599 23
Total	4,617,053 44		4,617,053 44

Route from St. Johns, P.Q., to Sorel.

—	Original Construction.	Enlargement.	Total.
	$ cts.	cts.	$ cts.
Chambly Canal	637,214 66	91,784 83	728,999 49
St. Ours Lock	121,537 65	4,306 28	125,843 93
Total	758,752 31	96,091 11	854,843 42

Route from Lake Ontario to Georgian Bay.

—	Original Construction.	Enlargement.	Total.
	$ cts.	cts.	$ cts.
Trent Canal	12,464,651 64		12,464,651 64
Total	12,464,651 64		12,464,651 64

Route from Atlantic Ocean to Bras d'Or Lakes.

—	Original Construction.	Enlargement.	Total.
	$ cts.	cts.	$ cts.
St. Peter's Canal—Cape Breton	248,762 84	399,784 30	648,547 14
Total	248,762 84	399,784 30	648,547 14

COMPARATIVE STATEMENT of Tons of Freight which passed through the canals in seasons of 1911 and 1912.

Name of Canal.	Season of 1911.	Season of 1912.	Number of trips of vessels.	
			Season of 1911.	Season of 1912.
	Tons.	Tons.		
Sault Ste. Marie	30,951,709	39,669,655	6,781	7,856
Welland	2,537,629	2,851,915	2,480	2,905
St. Lawrence	3,105,708	3,477,188	9,923	11,006
Chambly	599,829	618,415	4,008	3,705
St. Peter's	75,298	74,809	1,260	1,213
Murray	163,457	170,081	1,440	1,085
Ottawa	320,071	392,350	2,413	3,059
Rideau	172,227	160,133	3,062	2,969
Trent	57,290	77,150	4,165	3,998
St. Andrew's*	47,135	95,519	423	1,260
Total	38,030,353	47,587,245	35,955	39,056

*This is a lock and dam on the Red River, between Winnipeg and Winnipeg, built and operated by the Department of Public Works.

TABLE showing the dates of opening and closing of the canals for the season of 1912.

		Navigation Opened 1912.	Navigation Closed 1912.
Lachine		May 1	December 5
Soulanges		April 28	" 6
Grenville		May 1	November 30
Carillon		" 1	" 30
Ste. Anne's		April 25	" 30
Chambly		May 1	" 30
St. Ours		" 1	" 30
Cornwall		April 29	December 10
Williamsburg	Farrans Point	" 29	" 13
	Rapide Plat	" 29	" 13
	Galops	" 29	" 13
Murray		" 22	" 16
Welland		" 22	" 19
Sault Ste. Marie		" 24	" 19
Rideau	At Ottawa	May 1	" 3
	At Kingston	" 1	November 27
Trent	Lake Simcoe to Fenelon Falls	" 8	October 26
	Fenelon Falls to Lakefield	" 3	December 1
	Lakefield to Peterborough	" 20	November 6
	Peterborough to Healey Falls	April 23	December 1
St. Peter's		" 22	January 11, 1913.

PART IX

ACTS AUTHORIZING RAILWAY SUBSIDIES

IN FORCE MARCH 31, 1913

9-10 EDWARD VII.

CHAP. 51.

An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned.

[*Assented to 4th May, 1910.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Subsidies for railways.

1. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

1. For a line of railway from Tusket Wedge to a point on the Halifax and South Western Railway at or near Riverdale station, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 27; not exceeding 8 miles.

2. To the Halifax and South Western Railway Company, for a line of railway from Lunenburg to Bridgewater via Upper La Have, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 28; not exceeding 12 miles.

3. To the Inverness Railway and Coal Company, for a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 17; not exceeding 37 miles.

4. To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the Intercolonial Railway, thence by the east side of Lake Ainslie and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles; and for a line of railway from a point on the Intercolonial Railway between Orangedale and Point Tupper to Caribou Cove on Inhabitants Bay or River, not exceeding 4 miles; in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 18; not exceeding in all 50 miles.

5. For a line of railway from a point on the Dominion Atlantic Railway to the Government pier or wharf at Canning, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 7; not exceeding 1 mile.

6. For a line of railway from Brazil Lake on the Dominion Atlantic Railway to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 16; not exceeding 11 miles.

7. To the Dominion Atlantic Railway Company, for a line of railway from Centreville on the Dominion Atlantic Railway, westerly to Weston, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 30; not exceeding 15 miles.

8. For a line of railway from a point on the Intercolonial Railway at or near Dartmouth, in the county of Halifax, to a point at or near Deans Settlement, in the county of Halifax, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 21; not exceeding 80 miles.

9. For a line of railway from a point at or near Deans settlement, in the county of Halifax, to a point at or near Melrose, in the county of Guysborough, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 22; not exceeding 52 miles.

10. For a line of railway from a point at or near New Glasgow, in the county of Pictou, to a point at or near Melrose, in the county of Guysborough, and from the said point at or near Melrose to Guysborough, in the county of Guysborough, with a branch line to Country Harbour, in the county of Guysborough, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 23; not exceeding in all 116 miles.

11. To the International Railway Company of New Brunswick, for 3½ miles of its railway, being the distance which the subsidy granted by chapter 63 of 1908, section 1, item 15, is short of covering.

12. For a line of railway from Grand Falls to St. John, New Brunswick, in lieu of the subsidies granted by chapter 40 of 1907, section 1, items 2, 3 and 10, respectively, and in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 69; not exceeding 228 miles.

13. For a line of railway from Connors, at the terminus of the Temiscouata Railway, to a point on the boundary line between New Brunswick and Quebec, at the foot of Beau Lake, in lieu

of

of the subsidy granted by chapter 40 of 1907, section 1, item 25; not exceeding 18 miles.

14. To the York and Carleton Railway Company, for a line of railway from its present terminus to a point on the National Transcontinental Railway, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 33; not exceeding 9 miles.

15. For a line of railway from a point on the Canadian Pacific Railway at or near Plaster Rock to Riley Brook, in lieu of the subsidy granted by chapter 63, of 1908, section 1, item 31; not exceeding 28 miles.

16. To the Atlantic, Quebec and Western Railway Company, for a line of railway from Paspebiac to Gaspé, as near the shore as practicable, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned; not exceeding 102 miles.

17. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 11, for a line of railway between the points above mentioned; not exceeding 30 miles.

18. For a line of railway from Roberval westward towards James Bay, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 9; not exceeding 100 miles.

19. To the Quebec and Lake St John Railway Company, for the following lines of railway:—

(*a*) from Valcartier station to St. Catherine, not exceeding 3·8 miles;

(*b*) from Valcartier station towards Gosford, not exceeding 5½ miles;

c) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice, to La Tuque Falls, not exceeding 5 miles;

(*d*) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;

(*e*) from a point on the La Tuque branch to the steamboat landing near La Tuque, not exceeding 1·6 miles;

(*f*) from Herbertville to St. Joseph d'Alma; not exceeding 10 miles;

(*g*) from Chicoutimi south or southeast; not exceeding 5 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, items 43, 44 and 72, respectively; not exceeding 35·9 miles.

20. To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudière Junction to a point at or near the International boundary, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 25; not exceeding 62 miles.

21. To the Eastern Townships Railway Company, for a line of railway from the Intercolonial Railway at St. Leonard's

Junction

Junction to Dudswell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 41; not exceeding 36 miles.

22. To the L'Avenir and Melbourne Railway Company for a line of railway from Melbourne to Drummondville, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 71; not exceeding 28 miles.

23. To the Lotbinière and Megantic Railway Company, for a line of railway to extend its railway southerly from a point at or near Lyster, in Megantic county, to or towards a point at or near Lime Ridge, in the township of Dudswell, not exceeding 50 miles; and for a line of railway from a point on its line in the township of Inverness, to a point at or near the bridge over the St. Lawrence River at or near Quebec; not exceeding 30 miles; in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 19; not exceeding in all 80 miles.

24. For a line of railway from Joliette to or near Lake Manuan, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 9, not exceeding 60 miles.

25. For a line of railway from St. Joachim towards Seven Islands, including branches to Murray Bay and Baie St. Paul, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 11; not exceeding 170 miles.

26. For a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 26; not exceeding 15 miles.

27. To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières village to Baie des Ha Ha, via Laterrière village, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 24; not exceeding 24 miles.

28. To the St. Mary's and Western Ontario Railway Company, for a line of railway from Embro to Exeter, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 60; not exceeding 36 miles.

29. To the Manitoulin and North Shore Railway Company for the following lines of railway:—

(*a*) from a point on the said company's line of railway between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway; not exceeding 76 miles;

(*b*) from Little Current thence crossing the Canadian Pacific Railway, at or near Stanley, and thence to Sudbury; not exceeding 88 miles;

(*c*) from a point at or near Sudbury, northerly, not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 51; not exceeding in all 194 miles.

30.

30. To the Algoma Central and Hudson Bay Railway Company for the following lines of railway:—

(*a*) from Sault Ste. Marie to a point on the Canadian Pacific Railway between White River and Dalton stations in the district of Algoma, not exceeding 200 miles;

(*b*) from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway, not exceeding 25 miles;

(*c*) from a point on the Canadian Pacific Railway, northerly, towards the National Transcontinental Railway, not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 2, and chapter 63 of 1908, section 1, item 61; not exceeding in all 275 miles.

31. To the Bracebridge and Trading Lake Railway Company, for a line of railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 8; not exceeding 16 miles.

32. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the National Transcontinental Railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 63, for 18 miles; not exceeding 22 miles.

33. To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 48; not exceeding 65 miles.

34. To the Nipigon Railway Company for the following lines of railway:—

(*a*) from a point at or near Nipigon station on the line of the Canadian Pacific Railway to Nipigon Lake; not exceeding 30 miles;

(*b*) from a point on Nipigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon Railway; not exceeding 3½ miles;

(*c*) from a point on the line of the Nipigon Railway at or near the crossing of the French River to a point on Lake Jesse, by way of Cameron's Falls; not exceeding 1½ miles;

(*d*) from a point on the north shore of Lake Nipigon, northerly; not exceeding 45 miles.

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 4; not exceeding in all 80 miles.

35. To the Ontario, Northern and Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Timagami, in the district of Nipissing, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 6; not exceeding 50 miles.

36. For a line of railway from Sharbot Lake or Bathurst station, in the province of Ontario, or between these points, via

Lanark village, to Carleton Place, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 3; not exceeding 41 miles.

37. To the Erie, London and Tillsonburg Railway Company, for a line of railway from Port Burwell to London, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 29; not exceeding 35 miles.

38. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 41; not exceeding 51 miles.

39. To the Kingston, Smith's Falls and Ottawa Railway Company, for a line of railway from Kingston to Ottawa, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 19; not exceeding 101 miles.

40. To the Pacific, Northern and Omineca Railway Company, for a line of railway from Edmonton, northwesterly, to or towards the Peace River, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 51; not exceeding 110 miles.

41. To the Southern Central Pacific Railway Company, for the following lines of railway:—

(*a*) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific Railway, northeasterly; not exceeding 10 miles;

(*b*) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific Railway, southwesterly; not exceeding 40 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 37; not exceeding in all 50 miles.

42. To the Kettle River Valley Railway Company, for the following lines of railway:—

(*a*) from Midway to a junction near Merritt with the Nicola, Kamloops and Similkameen Railway; not exceeding 250 miles;

(*b*) from a point on the Company's line of railway near Coldwater River to a point on the Fraser River; not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 40 of 1907, section 1, item 18, and chapter 63 of 1908, section 1, items 58 and 59, respectively; not exceeding in all 300 miles.

43. To the Kootenay Central Railway Company, for a line of railway from Golden towards the International boundary via Windermere and Fort Steele, thence crossing the Crow's Nest Pass Railway, at or near Elko; in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 31; not exceeding 186 miles.

44. To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point on its main line of railway, at or near Duncan's to Cowichan Lake, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 67; not exceeding 24 miles.

45.

45. For a line of railway from Montreal to a point on the National Transcontinental Railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 49; not exceeding 200 miles.

46. To the Little Nation River Railway Company, for a line of railway from Papineauville, on the Canadian Pacific Railway, towards Lake Nomining, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 70; not exceeding 30 miles.

"Cost" defined.

2. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

How subsidies shall be paid.

3. The subsidies hereby authorized towards the construction of any railway shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) Upon completion of the work subsidized; or,

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or,

(*c*) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) With respect to (*b*) and (*c*), part one way, part the other.

Conditions.

4. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already

already commenced, shall be commenced within two years from the first day of August, 1910, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines shall be subject to the approval of the Governor in Council.

As to running powers.

5. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

Proviso.

Transportation of Government supplies, etc.

6. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

Production of accounts.

7. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any

any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

As to Canadian steel rails.

8. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

Mode of payment of certain railway subsidies.

9. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the chief engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

Proviso.

(*a*) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(*b*) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;

(*c*) that in no case shall the subsidy exceed the sum of $6,400 per mile.

2 GEORGE V.

CHAP 7.

An Act to aid the construction of the Canadian Northern Alberta Railway.

[*Assented to 1st April, 1912.*]

Preamble. WHEREAS, by chapter 6 of the statutes of 1910, authority was given to the Governor in Council to aid and assist the construction of the line of railway of the Canadian Northern Alberta Railway Company, hereinafter called "the Company," by guaranteeing the principal and interest of the bonds, debentures, debenture stock or other securities of the Company to the extent of thirteen thousand dollars per mile for the first fifty miles of the line so aided, and for the remainder of the said line to an amount of twenty-five thousand dollars per mile, not exceeding in all one hundred and fifty miles, as in the said Act set out, and the Governor in Council, pursuant to the said authority, has granted such aid accordingly; and whereas the Company has authority, under the said Act, to construct and operate a line of railway from a point at or near Edmonton or Strathcona to a point in the province of British Columbia in or near the Yellowhead Pass, and fifty miles west of the boundary of the said province: Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Short title. **1.** This Act may be cited as *The Canadian Northern Alberta Railway Aid Act, 1912.*

Aid authorized. **2.** His Majesty on behalf of the Dominion of Canada, hereinafter called "the Dominion," may aid and assist the construction and completion of a line of railway of the Company extending from a point on the line of the railway of

Line of railway aided.

of the Company one hundred and fifty miles westerly from St. Albert, thence in a westerly direction to the boundary of the province of British Columbia at or in the Yellowhead Pass, for a distance not exceeding one hundred and fifteen miles, by guaranteeing the principal and interest of the

Nature of aid.

bonds, debentures, debenture stocks and other securities, hereinafter called "securities," secured as hereinafter mentioned, of the Company, to the extent of thirty-five thousand dollars per mile of the said line of railway so aided, not

Interest.

exceeding in all one hundred and fifteen miles; the interest upon the said securities to be paid at the rate of three and

Maturity of principal.

one-half per cent per annum, payable half yearly, the principal to be payable in fifty years from the passing of this Act.

Security.

3. The said securities so guaranteed shall be secured by a deed or deeds of trust by way of mortgage or charge to a trustee or trustees, approved of by the Governor in Council, and such deed or deeds of trust shall respectively grant a

First mortgage.

first mortgage or charge upon the said line of railway so aided, and the right of way, station grounds, or other real estate and interest therein, buildings and other structures and improvements, rolling stock and equipment, plant, machinery, tools, supplies, materials and other personal properties, present and future, acquired for the purposes of the said line so aided, and in connection with operating, repairing and maintaining it, and the tolls, incomes and revenues of the Company arising and to arise from the said line, and the rights, privileges, franchises and powers of the Company now or hereafter held with respect to and in connection with the said line and the operation, maintenance and repair thereof.

Nature of securities, and form of trust deed.

4. The kind of securities to be guaranteed as aforesaid, and the forms thereof, and the form and terms of the deed or deeds of trust securing them, and the times and manner of the issue of securities and the disposition of the moneys to be raised thereon by sale, pledge or otherwise, pending the expenditure of such moneys for the purposes of the line of railway so aided, and the forms and manner of guarantee, shall be such as the Governor in Council approves, and such terms, provisions and conditions may be included in such deed or deeds of trust as the Governor in Council deems expedient or necessary.

Signature to guarantees.

5. The said guarantee shall be signed by the Minister of Finance, or such officer as is designated by the Governor in

Effect.

Council to sign it; and upon being so signed the Dominion shall become liable as guarantor for the payment of the principal and interest of the securities so guaranteed, according

according to the tenor thereof, and the said payment shall form a charge upon the Consolidated Revenue Fund.

Liability of Dominion discharged by payments

6. Any moneys paid by the Dominion under any guarantee herein provided for shall be held to be paid in discharge of the liability of the Dominion and not in discharge of the liability of the Company under the securities so guaranteed, or under any deed of trust securing them, and the moneys so paid shall be held to be still secured by the said securities and deed of trust, and the Dominion shall be subrogated in and to all the rights of the holders of such securities, the interest upon or the principal of which has been paid by the Dominion, and the Dominion shall, with respect to all moneys so paid, be in all respects in the position of security holders with respect to whose securities default has been made in payment to the extent of the moneys paid by the Dominion.

Length of lines.

7. The decision of the Governor in Council as to the length of the mileage of the said line of railway so to be aided shall, for the purposes of this Act, be final.

Inspection of books.

8. The books of the Company shall at all times be open for inspection for and on behalf of the Dominion by any person named in that behalf by the Governor in Council or the Minister of Finance.

Guarantee by Canadian Northern Railway.

9. The Canadian Northern Railway Company shall, by guarantee included in the said deed or deeds of trust, or in some other instrument agreed to by the Governor in Council or the Minister of Finance and the last named company, in such form as the Governor in Council approves, guarantee to the Dominion the due payment by the Company of the principal and interest of all securities issued and guaranteed under the provisions of this Act, according to the tenor and effect of such securities respectively, and in accordance with the terms of the said deed or deeds of trust, and shall also guarantee to the Dominion the due payment by the Company of all loss or costs which the Dominion may sustain or be put to in enforcing, after default, the provisions of the said deed or deeds of trust against the line of railway and premises thereby mortgaged and charged.

Principal and interest.

Costs of default.

Standard of construction.

10. The line hereby aided, as set forth or described in section 2 of this Act, shall be constructed and completed according to the following specifications:—

Bridges.

Bridges over rivers and large streams are to be of concrete and steel construction and to be built to the classification of the Heavy Standard Specification of the Department of Railways and Canals, dated one thousand nine hundred and eight.

Bridges

Trestles. Culverts. Bridges of pile or frame trestle may be constructed over small streams which can be taken care of by culverts, such culverts to be constructed within a reasonable time after the line is put in operation, of which time the Governor in Council shall be the sole judge.

Rails. The line of railway shall be laid with steel rails, not less than eighty pounds to the lineal yard, with standard fastenings.

Curves and grades. The maximum curvature shall not be of less radius than seven hundred and sixteen feet, and the grades against east bound traffic shall not exceed five-tenths of one per cent, or 26·40 feet per mile; or six-tenths of one per cent, or 31·68 feet per mile, against west-bound traffic; provided that under exceptional conditions, with the consent of the Governor in Council, less radius of curvature and heavier grades may be allowed, on the recommendation of the chief engineer of the Department of Railways and Canals, approved by the Minister of Railways and Canals, but in no case shall the curvature exceed five hundred and seventy-three feet radius, or the gradients exceed 52·80 feet to the mile.

2 GEORGE V.

CHAP. 8.

An Act respecting aid toward the construction of the Canadian Northern Alberta Railway.

[*Assented to 1st April, 1912.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Short title.

1. This Act may be cited as *The Canadian Northern Alberta Railway Act, 1912.*

Aid to company may be applied to new line.

2. The aid and assistance which, under *The Canadian Northern Alberta Railway Act, 1910,* (hereinafter called "the said Act"), the Governor in Council was authorized to give to the Canadian Northern Alberta Railway Company (hereinafter called "the Company") in respect of the construction of the one hundred and fifty miles of the line of railway therein described (hereinafter called "the old line") may, notwithstanding anything in the said Act, be applied to the first one hundred and fifty miles of the Company's line of railway at present constructed or located running from St. Albert, in the province of Alberta, in a generally westerly direction toward the Yellowhead Pass, such last mentioned one hundred and fifty miles being herein referred to as "the new line."

Execution of mortgage.

3. The Governor in Council may cause to be executed by the Minister of Finance, or such other officer as the Governor in Council may designate, an instrument, in form approved by the Governor in Council, supplementary to the deed of trust, by way of mortgage or charge, made under the authority of the said Act and dated the twenty-second

day

day of March one thousand nine hundred and eleven, (herein called the original mortgage), for the purpose of giving effect to the provisions of this Act.

Securities already issued to be a charge on new line

4. Upon the execution of such instrument by the Company and the Minister of Finance, or the other person as aforementioned, the securities issued under the original mortgage shall form a charge upon the new line instead of upon the old line, and the proceeds of the guaranteed securities issued under the original mortgage shall thereupon be applied in and toward the construction of the new line.

Trustees to execute.

5. The trustees of the original mortgage shall concur with the Company and the Governor in Council in executing, or causing to be executed, the supplementary instrument aforementioned.

Amendment of contract for construction.

6. Upon the passing of this Act the contract made between His Majesty the King and the Company, dated the second day of September, one thousand nine hundred and eleven, in respect of the construction of the line of railway aided under the said Act may be amended by the parties thereto so as to provide for the construction and completion of the new line instead of the line therein mentioned, and the several parties to the said contract and to the original mortgage are hereby authorized and empowered to execute the several documents and make the several amendments necessary to carry into effect the intent of this Act.

2 GEORGE V.

CHAP. 9.

An Act to authorize the granting of a Subsidy to the Canadian Northern Pacific Railway Company in aid of the construction of the railway therein mentioned.

[*Assented to 1st April, 1912.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Short title.

1. This Act may be cited as *The Canadian Northern Pacific Railway Aid Act.*

Subsidy authorized.

2. The Governor in Council may grant a subsidy of twelve thousand dollars per mile to the Canadian Northern Pacific Railway Company towards the construction of a railway from a point at Yellowhead Pass to Vancouver and the mouth of the Fraser river, not exceeding five hundred and twenty-five miles.

Manner and conditions of payment.

3. The said subsidy shall be payable out of the Consolidated Revenue Fund of Canada and may, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) upon the completion of the work subsidized; or,

(*b*) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; the cost for the purposes of this paragraph to be determined by the Governor in Council; or,

(*c*) upon the progress estimates on the certificate of the chief engineer of the Department of Railways and

and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) with respect to (*b*) and (*c*), part one way part the other.

Time for construction limited.

4. The said railway, unless already commenced, shall be commenced within two years from the first day of August, nineteen hundred and twelve, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals. and specified in a contract between the said Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location of the said railway shall be subject to the approval of the Governor in Council.

Contract for construction.

Location.

Transportation of Government supplies, etc.

5. The said Company, its successors and assigns, and any person or company controlling or operating the said railway or portion thereof, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the railway in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and in case of disagreement then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the saidCompany with a sum equal to three per cent per annum on the amount of the subsidy received by the Company under this Act.

Production of accounts.

6. As respects the railway for which such subsidy is granted the Company at any time owning or operating it shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

Canadian steel rails, materials, and rolling stock.

7. The Governor in Council may make it a condition of the granting of the subsidy herein provided that the said Company shall lay the railway with new steel rails and fastenings made in Canada, and shall purchase all materials and

and supplies required for the construction of the railway, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

2 GEORGE V.

CHAP. 48.

An Act to authorize the granting of Subsidies in aid of the construction of the railways and bridges therein mentioned.

[*Assented to 1st April, 1912.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Short title.

1. This Act may be cited as *The Railway Subsidies Act, 1912.*

Subsidies for railways.

2. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

1. For a line of railway from Liverpool, via Milton, to Caledonia, Nova Scotia, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 5; not exceeding 30 miles.

2. For a line of railway from St. John to Grand Falls, New Brunswick, exclusive of a railway bridge across the

Kennebecasis River, at or near Perry Point, and two railway bridges across the St. John River, one at or near Mistake and one at or near Andover; in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 12; not exceeding 228 miles.

3. To the L'Avenir and Melbourne Railway Company for a line of railway from Melbourne to Drummondville, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 22; not exceeding 28 miles.

4. To the Ha Ha Bay Railway Company for the following lines of railway:—

(*a*) from a point on the Quebec and Lake St. John Railway in the township of Jonquières, at or near St. Mathias, to Ha Ha Bay; not exceeding 20 miles;

(*b*) from Labrosse Junction to the Saguenay River, northerly through the town of Chicoutimi; not exceeding 5 miles;

(*c*) from La Terrière Junction, southerly, to Lake Kenogami, via La Terrière village; not exceeding 12 miles.

(*d*) from a point on the Ha Ha Bay Railway, at or near Bagotville village, easterly, to the village of St. Alexis; not exceeding 3 miles;

the said subsidies sub-items (*a*), (*c*) and (*d*) being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 27; and the subsidy sub-item (*b*) being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 19, sub-item (*g*); not exceeding in all 40 miles.

5. For a line of railway at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 26; not exceeding 15 miles.

6. To the Interprovincial and James Bay Railway Company, for a line of railway from a point on the Lake Temiscamingue Colonization Railway at or near Timiskaming to or towards the De Quinze River; in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 42; not exceeding 50 miles.

7. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 17; not exceeding 30 miles.

8. To the Quebec and Saguenay Railway Company, for the following lines of railway:—

(*a*) from St. Joachim, northeasterly; not exceeding 62·8 miles;

(*b*) from a point 62.8 miles northeasterly from St. Joachim towards Seven Islands; not exceeding 107·2 miles;

the

the said subsidies being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 25; not exceeding in all 170 miles.

9. For a line of railway from a point at or near Montreal to a point at or near Mile 837 west of Moncton on the National Transcontinental Railway, in lieu of subsidy granted by chapter 51 of 1910, section 1, item 45; not exceeding 200 miles.

10. To the Algoma Central and Hudson Bay Railway Company, for the following lines of railway:—

(*a*) from Sault Ste. Marie to a point on the Canadian Pacific Railway between White River and Dalton stations in the district of Algoma; not exceeding 200 miles;

(*b*) from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway; not exceeding 25 miles;

(*c*) from a point on the Canadian Pacific Railway, northerly, towards the National Transcontinental Railway; not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section 1, item 30; not exceeding in all 275 miles.

11. To the Algoma Eastern Railway Company (formerly the Manitoulin and North Shore Railway Company) for the following lines of railway:—

(*a*) from a point on the said company's line of railway between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway; not exceeding 76 miles;

(*b*) from a point at or near Sudbury, northerly; not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section 1, item 29, sub-items (*a*) and (*c*) respectively; not exceeding in all 106 miles.

12. To the Tillsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Ingersoll to Stratford, or to a point on the Grand Trunk Railway between Berlin and Stratford, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 12; not exceeding 35 miles.

13. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the National Transcontinental Railway, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 32; not exceeding 22 miles.

14. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 38; not exceeding 51 miles.

15. To the Canadian Pacific Railway Company, for a line of railway from a point at or near Teulon to a point on the

the Icelandic River, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 27; not exceeding 35 miles.

16. To the Vancouver, Westminster and Yukon Railway Company, for a line of railway from Vancouver via Second Narrows of Burrard Inlet, northerly, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 55; not exceeding 100 miles.

17. To the Kootenay Central Railway Company, for the following lines of railway:—

(*a*) from Golden via Windermere and Fort Steele to a point on the British Columbia Southern Railway at or near Jukeson; not exceeding 175 miles;

(*b*) from a point on the British Columbia Southern Railway at or near Caithness towards the International boundary; not exceeding 25 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 43; not exceeding in all 200 miles.

18. To the Kettle Valley Railway Company, for a line of railway from a point at or near Grand Forks to a point 50 miles up the North Fork, and East or West Fork of North Fork, of Kettle River, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 1; not exceeding 50 miles.

19. To the Esquimalt and Nanaimo Company, for the following lines of railway:—

(*a*) from Wellington to Alberni; not exceeding 60 miles;

(*b*) from a point at or near McBride Junction to or towards the village of Sandwich; not exceeding 45 miles;

(*c*) from the village of Sandwich to Campbell River; not exceeding 38 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 40 of 1907, section 1, item 20, and chapter 63 of 1908, section 1, item 35; not exceeding in all 143 miles.

20. For a line of railway from a point on the Esquimalt and Nanaimo Railway, near Campbell River, towards Fort George, on the line of the Grand Trunk Pacific Railway, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 54; not exceeding 100 miles.

21. To the Fredericton and Grand Lake Coal and Railway Company, for a line of railway from a point on the Intercolonial Railway at Gibson to a point at or near Minto, together with a branch line from a point on the above mentioned line to Marysville; not exceeding 35 miles.

22. To the Great Northern Mining and Railway Company, Limited, for a line of railway from Little River through Belle Marche to Eastern Harbour; not exceeding 3 miles.

23. To the Southampton Railway Company, for a line of railway from a point at or near Millville to a point on the St. John River near the Pokiok Bridge; not exceeding 13 miles.

24.

24. To the Northern New Brunswick and Seaboard Railway Company, for a line of railway from the Drummond mines, at Austin Brook, a branch of the Nipisiguit River above Great Falls, in the county of Gloucester, to a point on the Intercolonial Railway, and from such point to Alston Point, on the north side, or to Caron Point, on the south side of the entrance to Bathurst Harbour in the said county; not exceeding 26 miles.

25. To the North Shore Railway Company, for the following lines of railway:—

(*a*) from a point at or near Adamsville, in the county of Kent, to a point at or near Snowshoe Lake in the said county, connecting with the Grand Trunk Pacific Railway; not exceeding 20 miles;

(*b*) from Beersville, in the county of Kent, via Roxton, to a point at or near Richibucto Head, in the said county; not exceeding 20 miles;

not exceeding in all 40 miles.

26. For a line of railway from a point at or near Rosevale in the County of Albert to Stoney Creek in the said county, and thence to the city of Moncton; not exceeding 22 miles.

27. To the Quebec Central Railway Company, for the following lines of railway:—

(*a*) for an extension of its line of railway from a point (30 miles from St. George) in the parish of St. Justine, county of Dorchester, to a point in the parish of St. Sabine, in the county of Bellechasse; not exceeding 1·34 miles;

(*b*) for an extension of its line of railway from a point (31·34 miles from St. George) in the parish of St. Sabine, county of Bellechasse, to a point in the township of Dionne, county of L'Islet; not exceeding 50 miles; not exceeding in all 51·34 miles.

28. To the Canada and Gulf Terminal Railway Company, for a line of railway from Matane, easterly, to Gaspe Basin; not exceeding 200 miles.

29. To the Grand Lake and Bell River Railway Company, for a line of railway from a point on the National Transcontinental Railway, at or near Bell River, thence following the direction of Bell River to Twenty-one Mile Bay, an arm of Grand Lake, or to Rabbit Lake on the Ottawa River, in the county of Pontiac; not exceeding 45 miles.

30. To the St. Charles and Huron River Railway Company, for a line of railway from a point on the main line of the Quebec and Lake St. John Railway, at Indian Lorette station, thence up the valley of the St. Charles River in a northerly direction to Stoneham; not exceeding 7·5 miles.

31. For a line of railway from a point on the National Transcontinental Railway, at or near Mile 837 west of Moncton,

Moncton, in a northerly and northwesterly direction, to a point at or near the mouth of the Nottaway River on James Bay; not exceeding 300 miles.

32. To the Simcoe, Grey and Bruce Railway Company, in respect of fifty miles of its proposed railway between the towns of Kincardine and Orillia, the said fifty miles to include that portion of the said line connecting the towns of Owen Sound and Meaford.

33. To the Algoma Central and Hudson Bay Railway Company, for a line of railway from a point fifty miles northerly from the junction of its line of railway with the Canadian Pacific Railway, northerly to a junction with the National Transcontinental Railway; not exceeding 65 miles.

34. To the Rainy River Radial Railway Company, for a line of railway from a point on the northern boundary of the state of Minnesota at or near the town of Fort Frances, to a point on the Lake of the Woods, at or near the mouth of Little Grassy River; not exceeding 50 miles.

35. To the Lake Erie and Northern Railway Company, for the following lines of railway:—

(*a*) from the town of Galt to Port Dover; not exceeding 58 miles;

(*b*) from the town of Paris (on the line from the town of Galt to Port Dover) to the village of Ayr; not exceeding 10 miles;

not exceeding in all 68 miles.

36. To the Bruce Mines and Algoma Railway Company, for a line of railway from a point on its line of railway at or near Rock Lake Mine in a generally northerly and easterly direction to or towards a point on the main line of the Canadian Pacific Railway near the crossing of the said railway of the Winneboga River; not exceeding 50 miles.

37. To the Manitoba and North Western Railway Company, for a line of railway from a point at or near Hamiota to a point at or near Birtle; not exceeding 30 miles.

38. To the Alberta Pacific Railway Company, for a line of railway from a point at or near the town of Cardston in a northwesterly direction via Pincher Creek to a point on the Crow's Nest Pass Branch of the Canadian Pacific Railway Company at or near Lundbreck, thence northerly and west of the Porcupine Hills towards Calgary; not exceeding 100 miles.

39. To the Burrard Inlet Tunnel and Bridge Company, for the following lines of railway:—

(*a*) from the town of Eburne on the Fraser River to a point at or near the mouth of Seymour Creek on the north shore of the Second Narrows; not exceeding 10 miles;

(*b*) from a point at or near Seymour Creek on the north shore of the Second Narrows to Deep Cove on the north arm of Burrard Inlet; not exceeding 5 miles;

(*c*)

(*c*) from a point at or near Seymour Creek on the north shore of the Second Narrows to a point on Horseshoe Bay; not exceeding 14 miles;

(*d*) from a point at or near Pender street in the city of Vancouver to a point at or near lot 264, North Vancouver; not exceeding 3 miles;

not exceeding in all 32 miles.

40. To the Caribou, Barkerville and Willow River Railway Company, for a line of railway from a point on the Grand Trunk Pacific Railway, at or near Eagle Lake, to a point on the Caribou Road at or near the town of Barkerville; not exceeding 107 miles.

41. To the Naas and Skeena Rivers Railway Company, for a line of railway from the Nasoga Gulf or some other point on the waters of the Portland Inlet or Naas River to or towards the anthracite coal deposits on the Skeena River near Ground Hog Mountain; not exceeding 100 miles.

42. To the Kettle Valley Railway Company, for a line of railway from a point at or near Penticton on Okanagan Lake to a point on the International boundary; not exceeding 50 miles.

43. To the Calgary and Fernie Railway Company, for a line of railway from a point at or near the city of Calgary in the province of Alberta, in a southwesterly direction, via Kananaskis Pass and the headwaters of the Elk River to or towards the city of Fernie, in the province of British Columbia; not exceeding 100 miles.

44. To the Grand Trunk Pacific Railway Company, for a line of railway from Harte southwesterly into the city of Brandon; not exceeding 25 miles.

Subsidies for bridges.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction and completion of the bridges also hereinafter mentioned, that is to say:—

1. To the Vancouver, Westminster and Yukon Railway Company, towards the construction and completion of a railway bridge across Burrard Inlet, in lieu of the subsidy granted by chapter 63 of 1908, section 2, item 6; not exceeding $350,000.

2. To the Canadian Pacific Railway Company (lessees of the Calgary and Edmonton Railway Company) towards the construction and completion of a bridge over the Saskatchewan River connecting Strathcona and Edmonton, 15 per cent upon the amount expended thereon, in lieu of the subsidy granted by chapter 63 of 1908, section 2, item 2; not exceeding $126,000.

3. To the Canadian Pacific Railway Company, towards the construction and completion of a bridge over the Saskatchewan River at Outlook, Saskatchewan, 15 per cent upon

upon the amount expended thereon; not exceeding $115,000.

4. To the Kettle Valley Railway Company, towards the construction and completion of a railway bridge over the Fraser River, near Hope, British Columbia; not exceeding $250,000.

5. To the Caribou, Barkerville and Willow River Railway Company, towards the construction and completion of all its railway bridges (about twenty in number) over the Willow River, 25 per cent upon the total amount expended thereon; not exceeding $95,000.

6. To the Grand Trunk Pacific Railway Company, towards the construction and completion of a railway bridge over the Assiniboine River at the city of Brandon, 25 per cent upon the amount expended thereon; such bridge to be completed without unnecessary delay.

"Cost" defined.

4. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

How subsidies shall be paid.

5. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) Upon the completion of the work subsidized; or,

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or,

(*c*) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made

made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) With respect to (*b*) and (*c*), part one way, part the other.

Conditions.

6. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railway and bridges respectively; all the lines and the bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1912, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

As to running powers.

7. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

Transportation of Government supplies, etc.

8. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has

has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

Production of accounts.

9. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or bridges shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

As to Canadian steel rails.

10. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridges, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

Mode of payment of certain railway subsidies.

11. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the Company, and upon the report of the chief engineer of the Department of Railways and Canals and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion

completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

(*a*) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(*b*) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;

(*c*) that in no case shall the subsidy exceed the sum of $6,400 per mile.

3-4 GEORGE V.

CHAP. 10.

An Act to authorize the granting of subsidies in aid of the construction of certain lines of railway of the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company respectively.

[*Assented to 6th June, 1913.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Subsidy authorized for Toronto to Ottawa line.

1. The Governor in Council may grant a subsidy of six thousand four hundred dollars per mile to the Canadian Northern Ontario Railway Company, towards the construction of a railway from the city of Toronto, in the province of Ontario, to the city of Ottawa, in the said province, not exceeding two hundred and fifty miles.

For Ottawa to Port Arthur, and Edmonton to Yellowhead Pass.

2. The Governor in Council may grant a subsidy of twelve thousand dollars per mile towards each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) namely:—

(*a*) to the Canadian Northern Ontario Railway Company, for a line of railway from the city of Ottawa, in the province of Ontario, to the city of Port Arthur in the said province; not exceeding 910 miles;

(*b*) to the Canadian Northern Alberta Railway Company for a line of railway from the city of Edmonton, in the province of Alberta, to the boundary of the province of British Columbia at or in the Yellowhead Pass; not exceeding 260 miles.

3.

How subsidies shall be paid.

3. The subsidies hereby authorized shall be payable out of the Consolidated Revenue Fund of Canada and may, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows;—

(*a*) upon completion of the work subsidized; or,

(*b*) by instalments, on the completion of each ten-mile section of the railway; in the proportion which the cost of such completed section bears to that of the whole work undertaken; the cost for the purpose of this paragraph to be determined by the Governor in Council; or,

(*c*) upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) with respect to (*b*) and (*c*), part one way, part the other.

Time for construction of railway limited.

4. The lines, for the construction of which subsidies are hereby granted, shall be completed within a reasonable time, not to exceed three years from the first day of August, nineteen hundred and thirteen, to be fixed by the Governor in Council, and shall also be constructed and completed to the satisfaction of the Governor in Council.

Conditions as to running powers.

5. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized; provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council as he deems just and proper.

Transportation of Government supplies, etc.

6. The Companies receiving subsidies under this Act, their successors and assigns, and any person or company controlling or operating the railways or portions of the railways subsidized under this Act, shall each year furnish to the

the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in and toward the payment of such charges the Government of Canada shall be credited by the company with a sum equal to three per cent on the amount of the subsidy received by the company under section 1 of this Act and on the amount of the subsidy up to six thousand four hundred dollars per mile received by the Company under section 2 of this Act.

Books to be produced.

7. As respects the railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

Transfer of stock to Crown.

8. No subsidy shall be granted under this Act unless and until there shall have been issued and transferred upon the books of the Canadian Northern Railway Company to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, shares in the common stock of the Canadian Northern Railway Company of the par value of seven million dollars, which said stock and all rights appurtenant thereto shall be held for the benefit of His Majesty absolutely, and shall be deemed to be fully paid up, non-assessable and not subject to calls; provided that the said stock or any part thereof may be disposed of under the authority of Parliament upon such terms and conditions as it may determine and the proceeds of the sale thereof paid into the Consolidated Revenue Fund of Canada.

Proviso.

Issue of stock in return for subsidies.

9. The Canadian Northern Railway Company is hereby authorized and empowered to issue and transfer to the Minister of Finance and Receiver General of Canada, in trust as aforesaid, from and out of the authorized capital shares of its common stock of the par value of seven million dollars fully paid up and non-assessable and not subject to calls as aforesaid, upon the consideration of the Governor in

Council

Council undertaking to grant to the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company the subsidies referred to in section 2 of this Act upon the terms aforesaid, and such stock when so issued and transferred shall be deemed fully paid without further or other consideration.

3-4 GEORGE V.

CHAP. 46.

An Act to authorize the granting of Subsidies in aid of the construction of the railways and bridge therein mentioned.

[*Assented to 6th June, 1913.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. This Act may be cited as *The Railway Subsidies Act, 1913.* Short title.

2. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:— Subsidies for railways.

1. To the Margaree Coal and Railway Company, Limited, for the following lines of railway:—

(*a*) from a point on the Intercolonial Railway near Orangedale to St. Rose; not exceeding 46 miles;

(*b*) from a point on the Intercolonial Railway near McIntyre lake to Caribou cove, Port Malcolm, Richmond county; not exceeding 4 miles;

the said subsidies being granted in lieu of subsidy granted by chapter 51 of 1910, section 1, item 4; not exceeding 50 miles.

2. To the Northern New Brunswick and Seaboard Railway Company, for a line of railway from the Drummond Mines at Austin brook, a branch of the Nipisiguit river above Great Falls in the county of Gloucester to a point on the Intercolonial Railway where it intersects the branch line from Bathurst station to Bathurst Harbour, in lieu of the subsidy granted by chapter 48 of 1912, section 2, item 24; not exceeding 16·9 miles.

3. To the Tobique and Campbellton Railway Company, for a line of railway from Plaster Rock along the Tobique river to Riley brook, in lieu of subsidy granted by chapter 51 of 1910, section 1, item 15; not exceeding 28 miles.

4. To the St. John and Quebec Railway Company, for a line of railway from Andover to St. John, New Brunswick, exclusive of a railway bridge across the St. John river, at or near Mistake, and a railway bridge across the Kennebecasis river at or near Perry Point; in lieu of subsidy granted by chapter 48 of 1912, section 2, item 2; not exceeding 200 miles.

5. To the Lotbinière and Megantic Railway Company for a line of railway from a point at or near Lyster in Megantic county to a point at or near Lime Ridge in the township of Dudswell in the county of Wolfe, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 23, for a line of railway between the points above mentioned; not exceeding 60 miles.

6. For a line of railway from a point on the Canadian Pacific Railway at or near Scotstown or Megantic to the International boundary, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 19; not exceeding 35 miles.

7. To the Little Nation River Railway Company for a line of railway from a point between Thurso and Montebello on the line of the Canadian Pacific Railway, northerly, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 46; not exceeding 30 miles.

8. To the Erie, London and Tillsonburg Railway Company, for a line of railway from Port Burwell to London, passing through or near Vienna, Calton, Aylmer, Kingsmill and Belmont, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 37; not exceeding 35 miles.

9. To the Tillsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Ingersoll north to a junction with the St. Mary's and Western Ontario railway at Embro, in lieu of the subsidy granted by chapter 48 of 1912, section 2, item 12; not exceeding 10·38 miles.

10. To the Canadian Pacific Railway Company, for a line of railway from Gimli to a point on the Icelandic river at

at or near Riverton, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 39, for a line between the points above mentioned; not exceeding 30 miles.

11. To the Canadian Pacific Railway Company, for a line of railway from Moosejaw, in a northwesterly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 40; not exceeding 123 miles.

12. To the Alberta Central Railway Company, for a line of railway from Red Deer to Rocky Mountain House, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 38; not exceeding 70 miles.

13. To the Kettle Valley Railway Company, for the following lines of railway:—

(*a*) from Merritt to Penticton Wharf; not exceeding 145 miles;

(*b*) from a point on the line between Merritt and Penticton Wharf, at or near Penticton, to Midway; not exceeding 135 miles;

(*c*) from a point on the line between Merritt and Penticton Wharf, about 25 miles south of Merritt, to a point on the Fraser river near Hope station; not exceeding 55 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section 1, item 42; not exceeding in all 335 miles.

14. To the Calgary and Fernie Railway Company for a line of railway from Michel or Sparwood, in a northerly direction via the headwater of the Elk river and Kananaskis Pass to a point at or near the city of Calgary, in lieu of the subsidy granted by chapter 48 of 1912, section 2, item 43; not exceeding 100 miles.

Subsidy for bridge.

3. The Governor in Council may grant the subsidy hereinafter mentioned towards the construction and completion of the bridge hereinafter mentioned, that is to say:—

To the Burrard Inlet Tunnel and Bridge Company towards the construction and completion of a bridge over the Second Narrows of Burrard Inlet, as authorized by chapter 74 of 1910, in lieu of the subsidy granted by chapter 48 of 1912, section 3, item 1; not exceeding $350,000.

"Cost" defined.

4. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway or the cost of terminals or the cost of right of way

 of

of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

How subsidies shall be paid.

5. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) Upon the completion of the work subsidized; or,

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or,

(*c*) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) With respect to (*b*) and (*c*), part one way, part the other.

Conditions.

6. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges respectively; all the lines and the bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, one thousand nine hundred and thirteen, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals and

and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

As to running powers.

7. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

Transportation of Government supplies, etc.

8. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

Production of accounts.

9. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or bridges shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and

and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

As to Canadian steel rails.

10. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridges and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

Mode of payment of certain railway subsidies.

11. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the chief engineer of the Department of Railways and Canals and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

(*a*) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(*b*) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;

(*c*) that in no case shall the subsidy exceed the sum of $6,400 per mile.

3-4 GEORGE V.

CHAP 53.

An Act to authorize the granting of Subsidies to the Government of the Province of Ontario in aid of the construction of the Temiskaming and Northern Ontario Railway.

[*Assented to 6th June, 1913.*]

Preamble.

WHEREAS the Government of the province of Ontario has constructed a line of railway known as the Temiskaming and Northern Ontario Railway, from North Bay on the Canadian Pacific Railway, and at a junction with the Toronto line, so called, of the Grand Trunk Railway, to Cochrane on the Grand Trunk Pacific Railway, and several branches thereof, and has them under operation; and whereas the line of railway from North Bay to Cochrane makes a through connection for the Transcontinental Railway with Toronto, and also with Montreal and Quebec, and being, as such, a work of national and not merely provincial utility: Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Short title.

1. This Act may be cited as *The Temiskaming and Northern Ontario Railway Aid Act.*

Subsidies to Government of Ontario for construction of railways.

2. The Governor in Council may grant to the Government of the province of Ontario, in consideration of its having constructed each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), a subsidy not exceeding $6,400 per mile:—

(i) For the line of railway from North Bay on the Canadian Pacific Railway to Cochrane on the Grand Trunk Pacific Railway; not exceeding 252·8 miles.

(ii)

(ii) For the following branch lines of railway:—

(*a*) From Englehart to Charlton; not exceeding 7·8 miles;

(*b*) From Cobalt to Kerr Lake; not exceeding 3·9 miles;

(*c*) From Iroquois Falls to Timmins; not exceeding 33·2 miles;

(*d*) From Earlton to Elk Lake City; not exceeding 28·5 miles;

(*e*) From Iroquois Falls Station to Iroquois Falls; not exceeding 7·25 miles.

How subsidies shall be paid.

3. The subsidies hereby authorized shall be payable out of the Consolidated Revenue Fund of Canada at the option of the Governor in Council, and may be paid upon the certificate of the chief engineer of the Department of Railways and Canals as to the mileage constructed, in such manner and in such amounts, and subject to such conditions, if any, as the Governor in Council deems expedient.

Commencement of Act.

4. This Act shall come into force on a day to be fixed by proclamation of the Governor in Council published in *The Canada Gazette*.

PART X

PHOTOGRAPHS, MAPS AND PLANS

PHOTOGRAPHS, MAPS AND PLANS.

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" III. I. C. R. Halifax Terminals—Concrete mixing tower.
" IV. I. C. R. Halifax Terminals—Concrete mixing plant.
" V. I. C. R. Halifax Terminals—Reinforcement for concrete piles.
" VI. I. C. R. Halifax Terminals—Contractors' concrete pile making yard.
" VII. I. C. R. Halifax Terminals—Conveying concrete piles.
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" XXVI. Trent Canal—G. T. R. bridge over canal at Trenton.
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" XXXI. Trent Canal—Lower entrance to Locks 16 and 17, Ontario—Rice Lake division.
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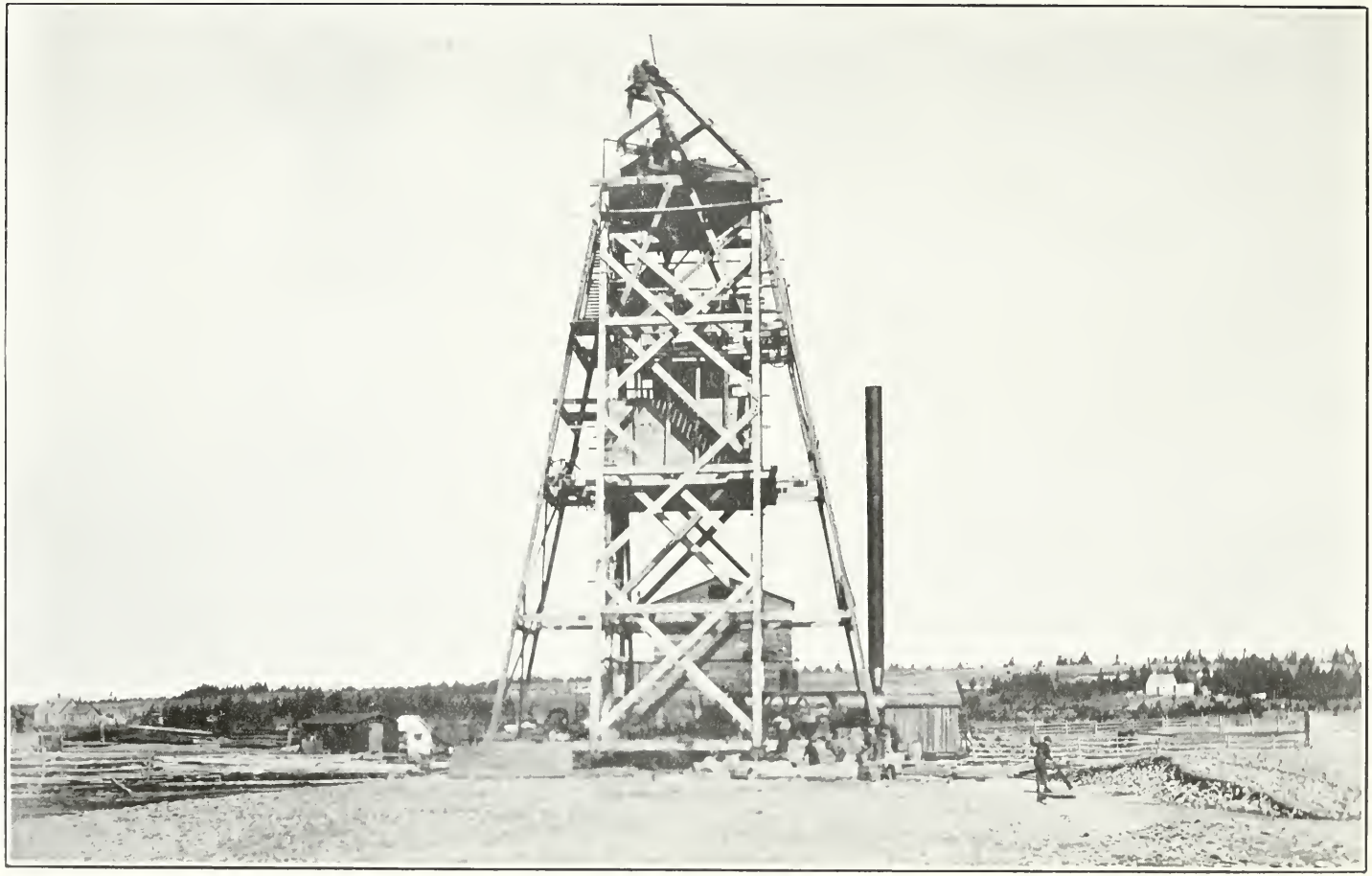
General Offices of the Intercolonial Railway at Moncton, N.B.

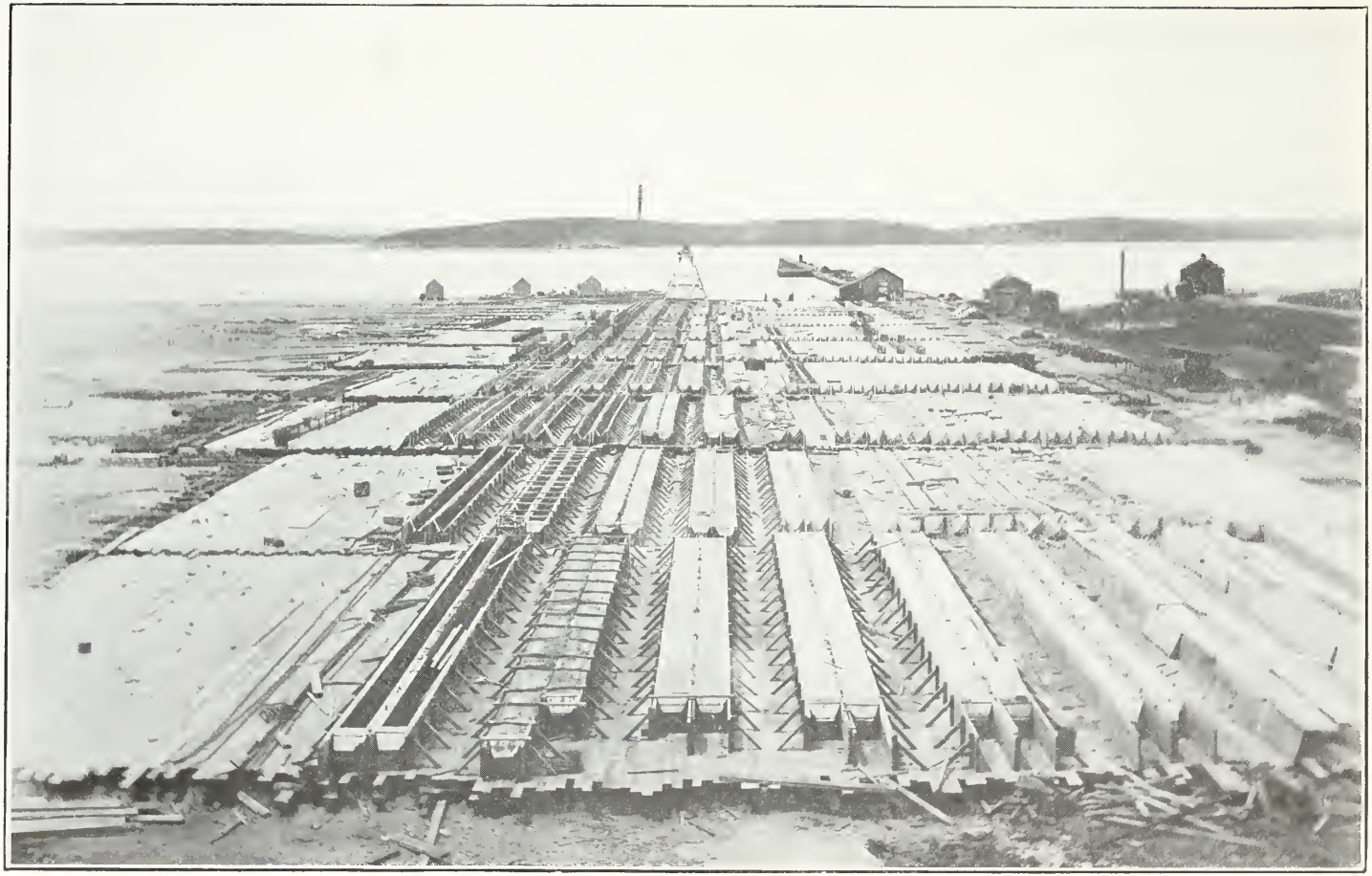
Intercolonial Railway—New Station Building at Truro, N.S.



I. C. R. Halifax Terminals.—Concrete mixing tower.

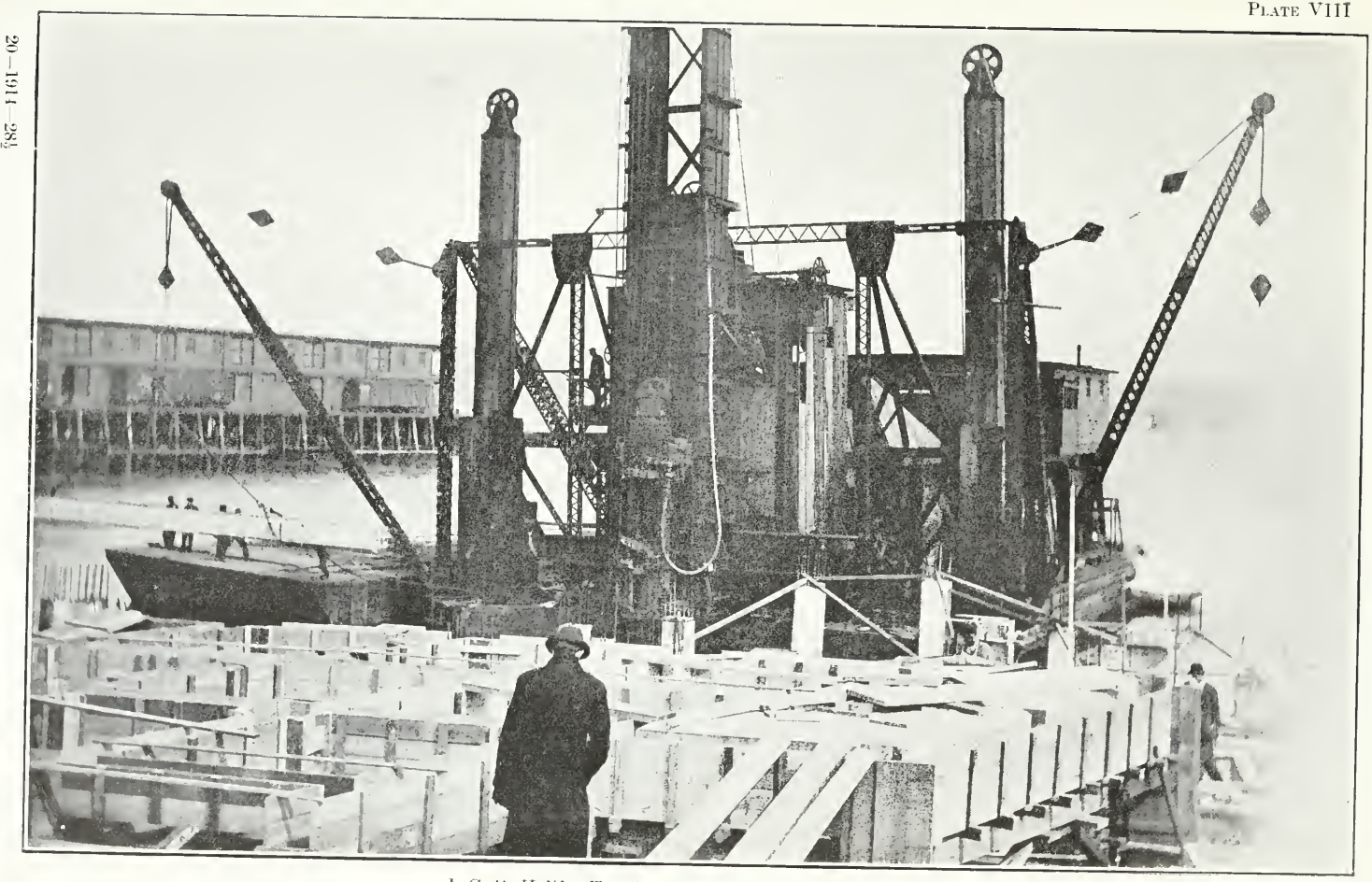
I. C. R. Halifax Terminals—Concrete mixing plant.

I. C. R. Halifax Terminals—Reinforcement for concrete piles.

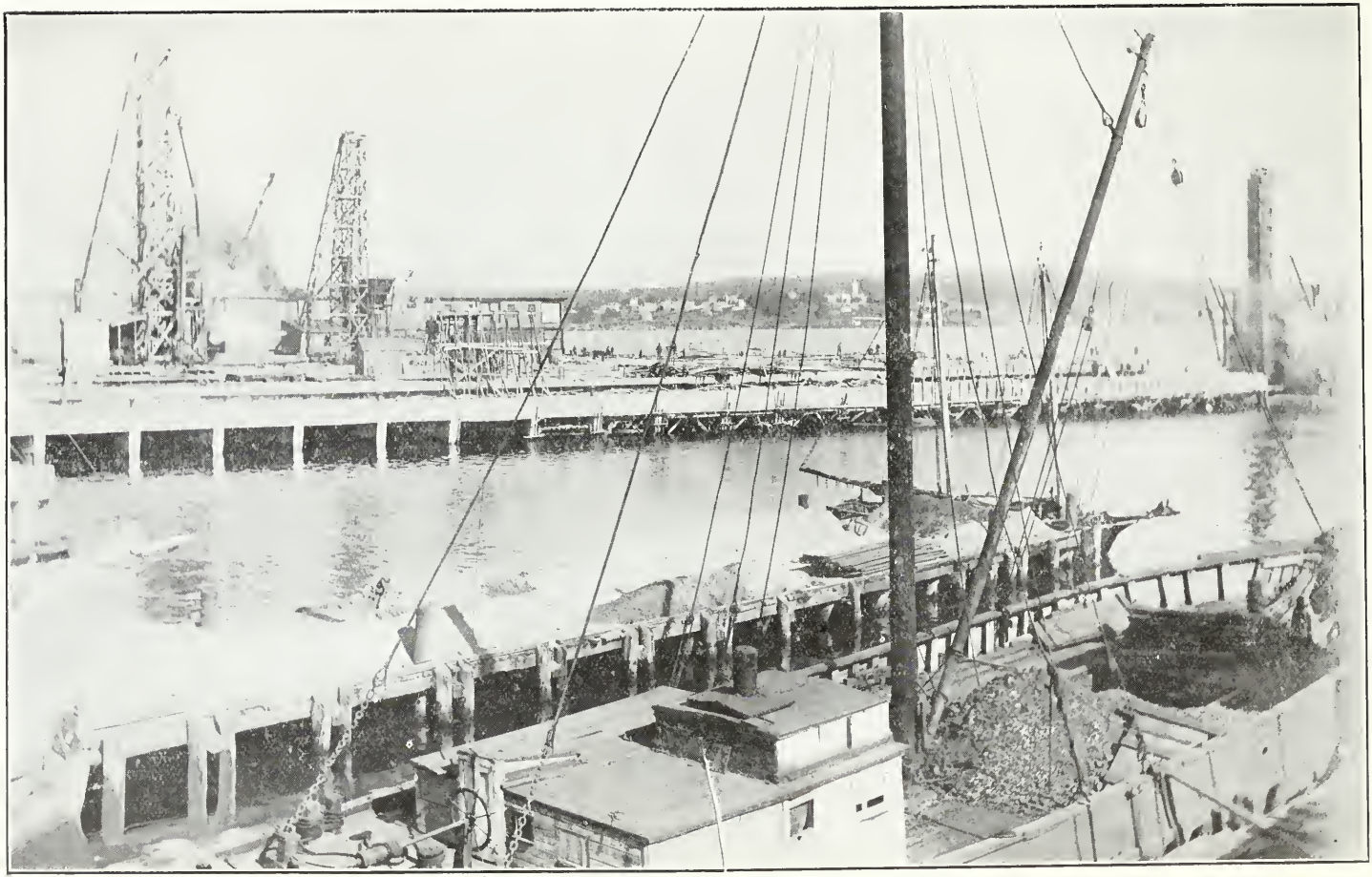


I. C. R. Halifax Terminals—Contractors' concrete pile making yard.

I. C. R. Halifax Terminals—Conveying concrete piles.

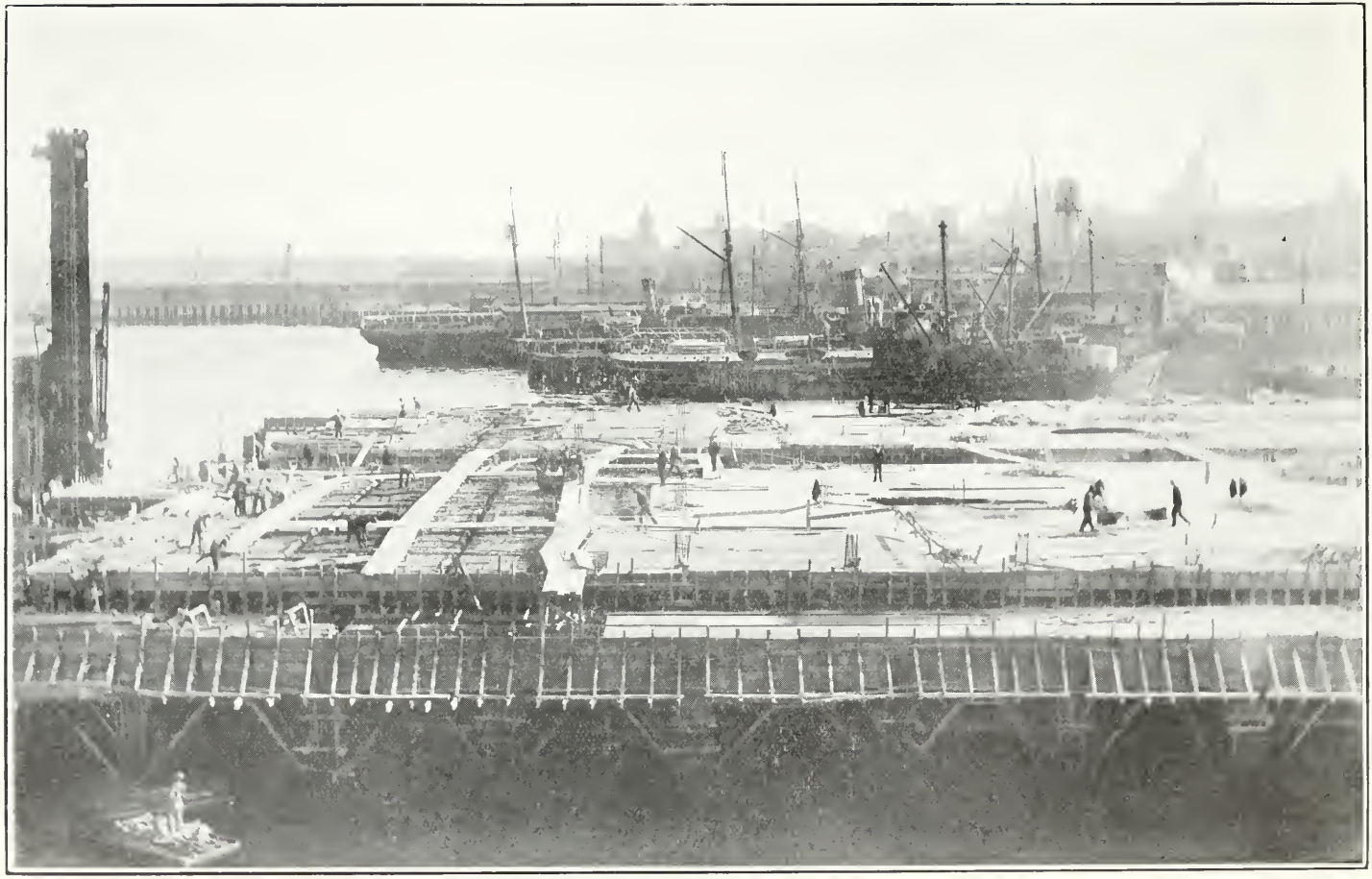


I. C. R. Halifax Terminals– Pile driving and form work.

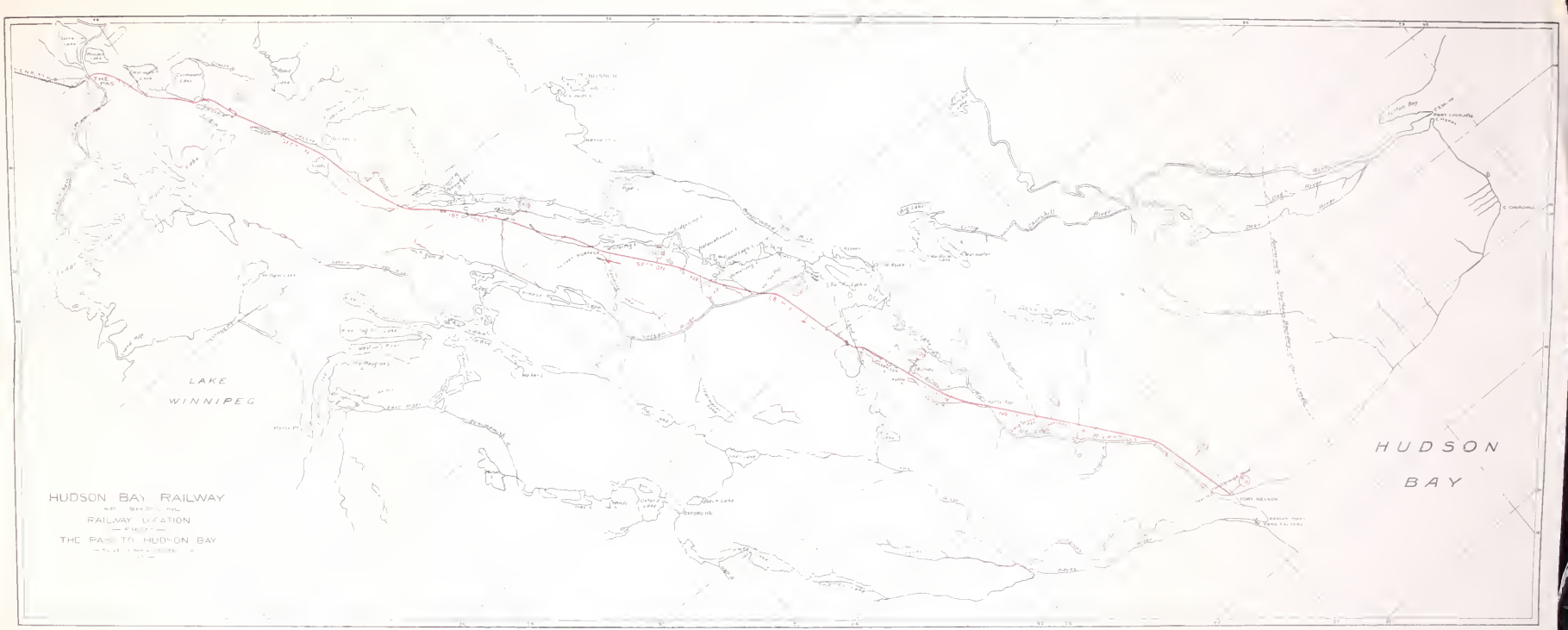


I. C. R. Halifax Terminals—View of pier, No. 2, looking north.

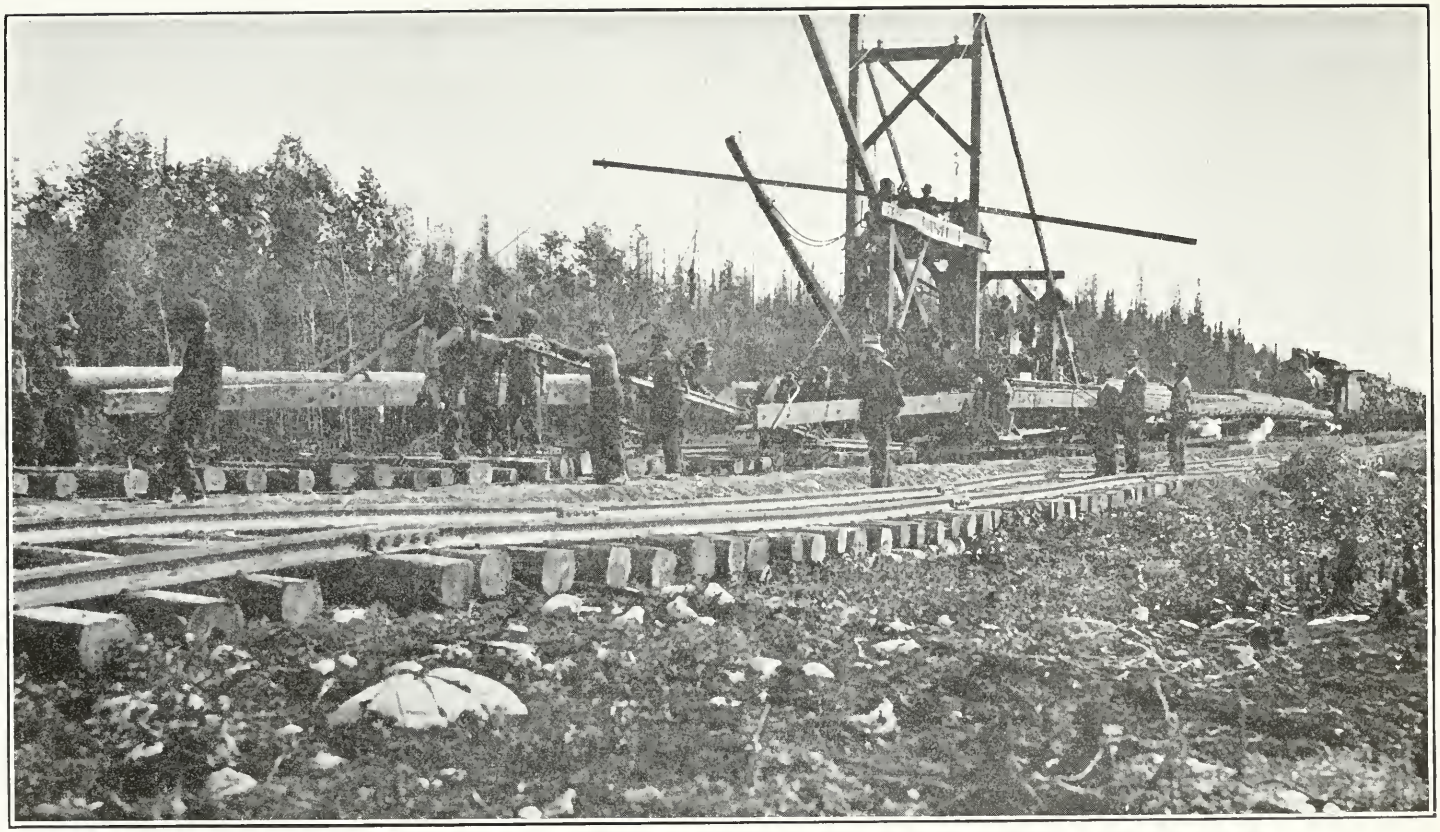
I. C. R. Halifax Terminals—Pier No. 2, looking north.



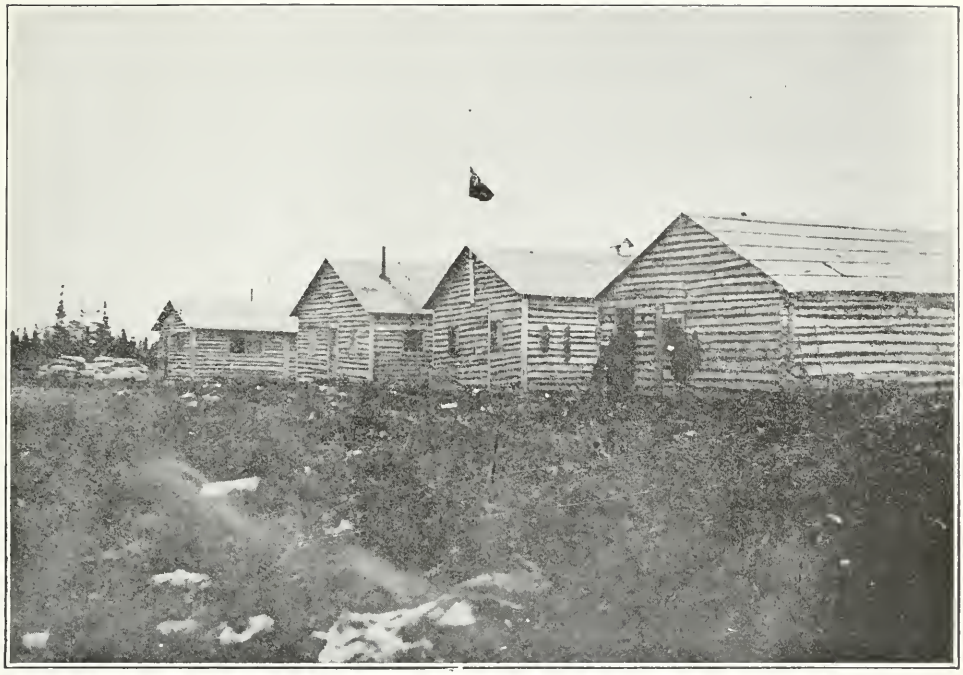
I. C. R. Halifax Terminals--Pier No. 2, looking south.


LAKE
WINNIPEG
HUDSON
BAY
PORT NELSON
HUDSON BAY RAILWAY
RAILWAY LOCATION
THE PASS TO HUDSON BAY

Hudson Bay Railway—Bridge across the River Saskatchewan at the Pas.



Hudson Bay Railway—Track laying from car.



Hudson Bay Railway—Log house camp Port Nelson.

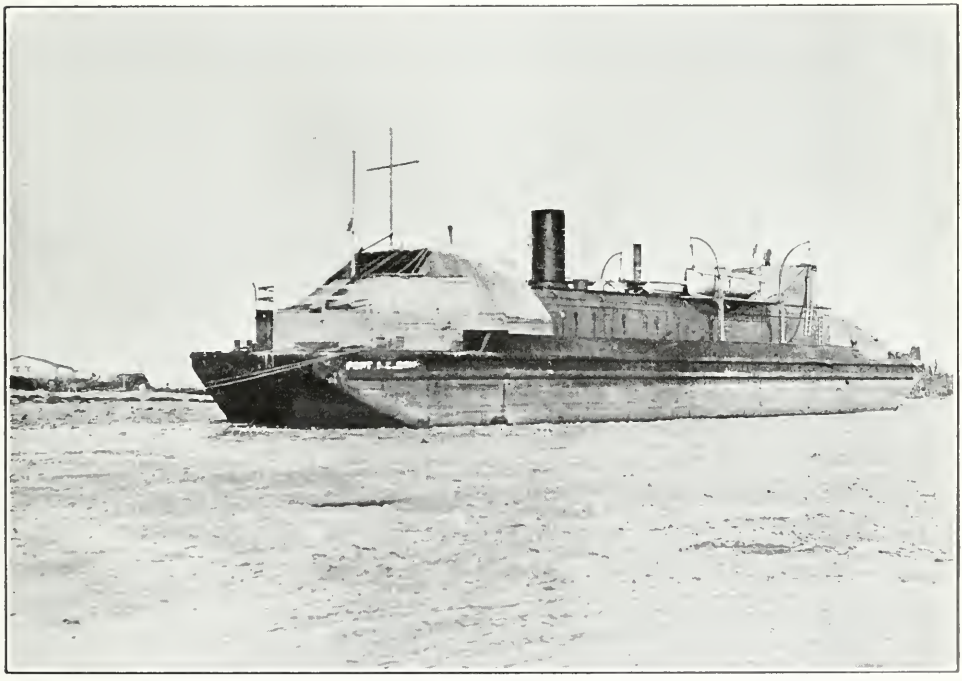
Hudson Bay Railway—Dining camp, Port Nelson.

Hudson Bay Railway—Storehouse at Port Nelson.

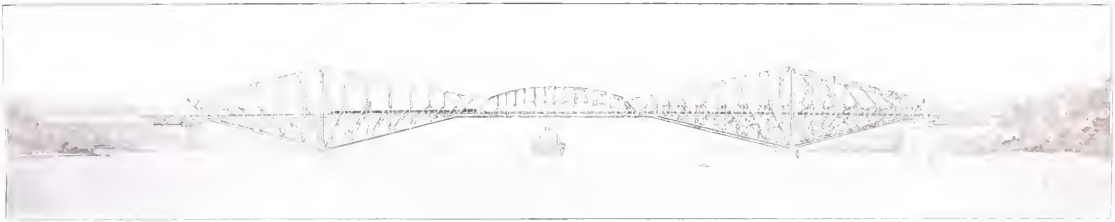
Hudson Bay Railway—Material yard, Port Nelson.

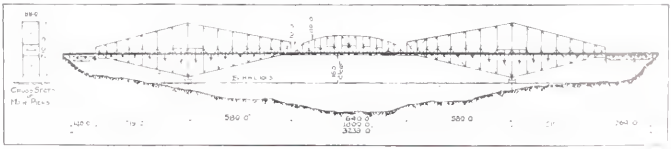
Hudson Bay Railway—Landing materials and supplies at the wharf, Port Nelson.

Hudson Bay Railway—Lighter at temporary wharf, Port Nelson.



Hudson Bay Railway—Suction dredge at Port Nelson, Hudson Bay.

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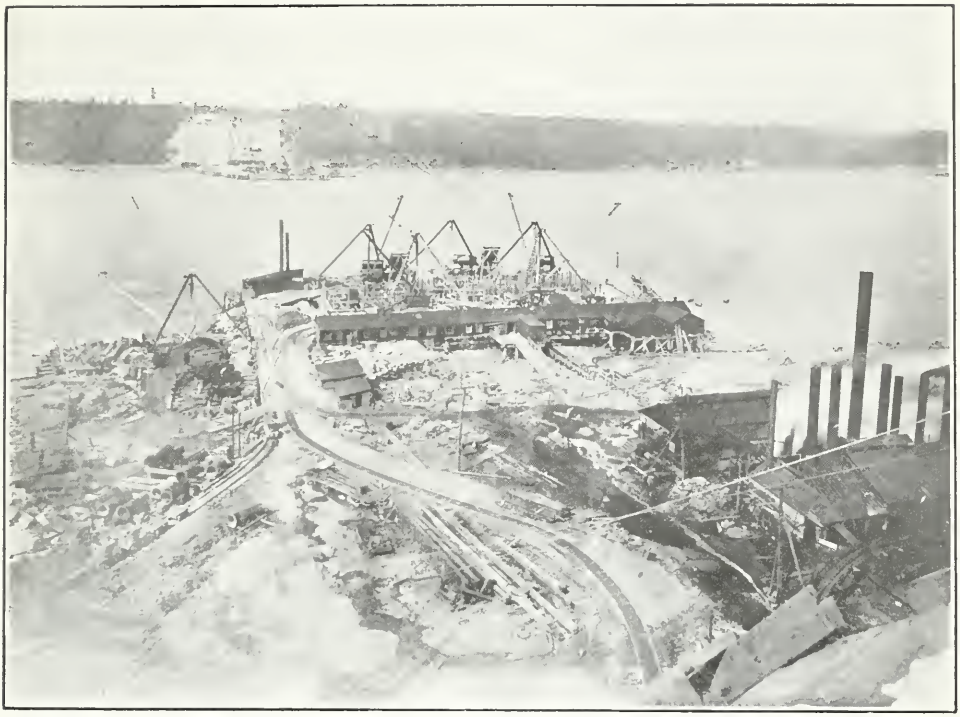
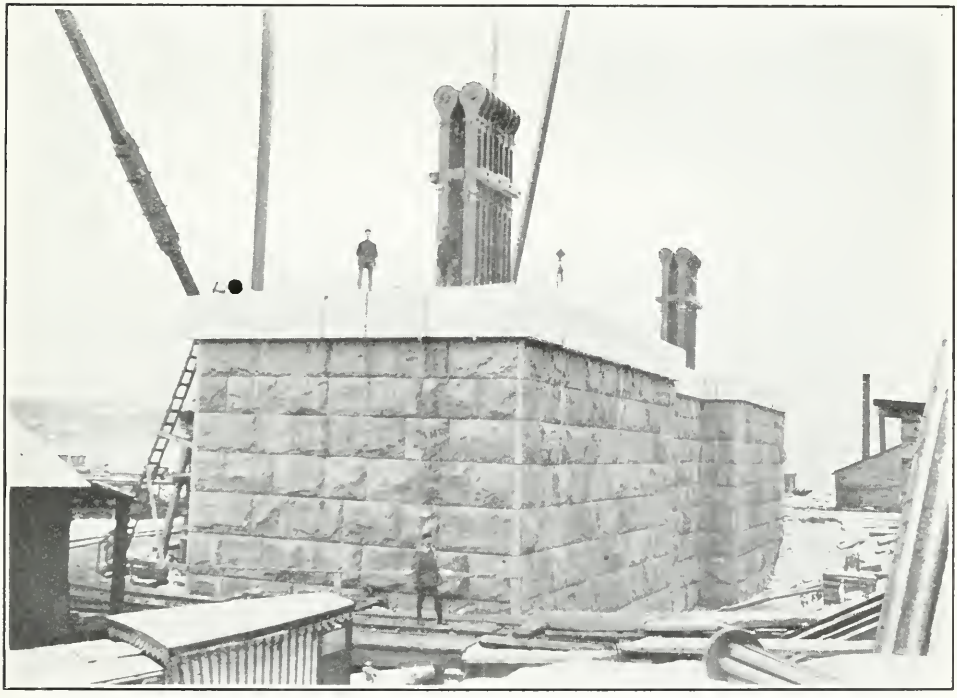
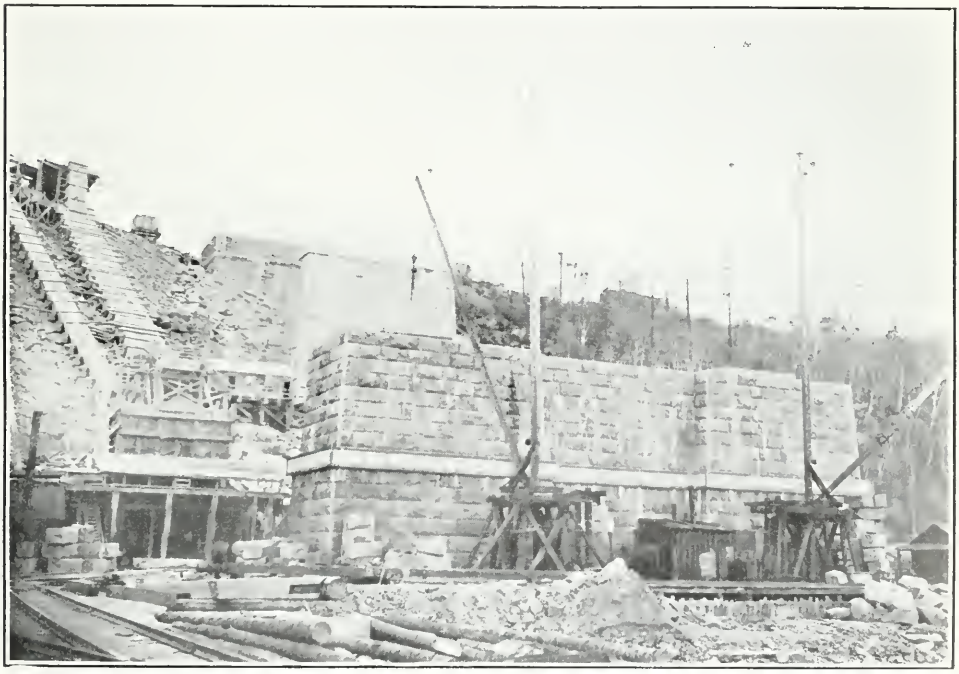


Quebec Bridge—General view of plant on south shore.



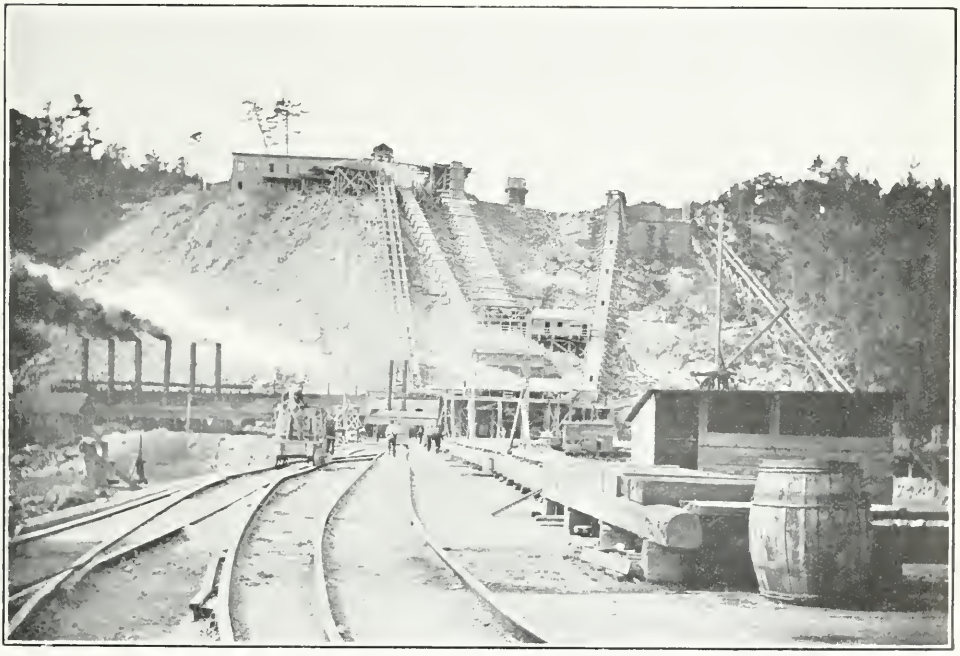
Quebec Bridge—North anchor pier, showing anchorage eye bars extending above pier.

Quebec Bridge—North anchor pier and plant about north main pier.

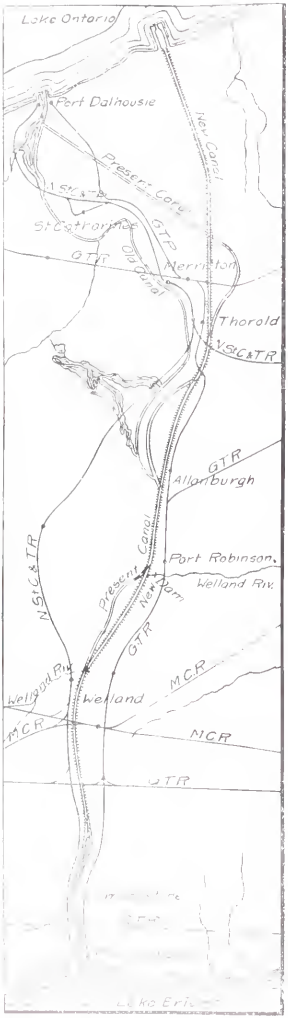


Quebec Bridge—North anchor pier and north intermediate pier.

Quebec Bridge—North main pier in course of construction.



Quebec Bridge—Boiler, compressor and mixing plants, north side.


Lake Ontario
Port Dalhousie
New Canal
Present Canal
1 st & 2 nd
St Catharines
GTR
GTR
Old Canal
Merriton
Thorold
N St C & T R
GTR
Allanburgh
Port Robinson
Welland Riv.
Present Canal
New Canal
N St C & T R
GTR
Welland Riv
Welland
M C R
M C R
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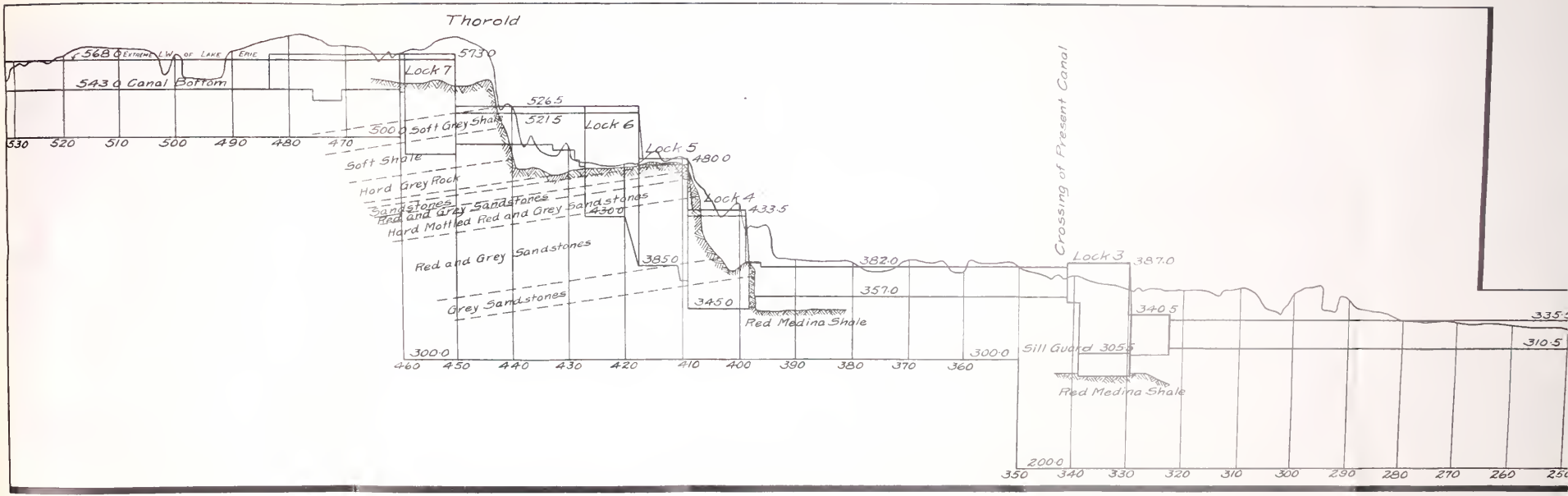
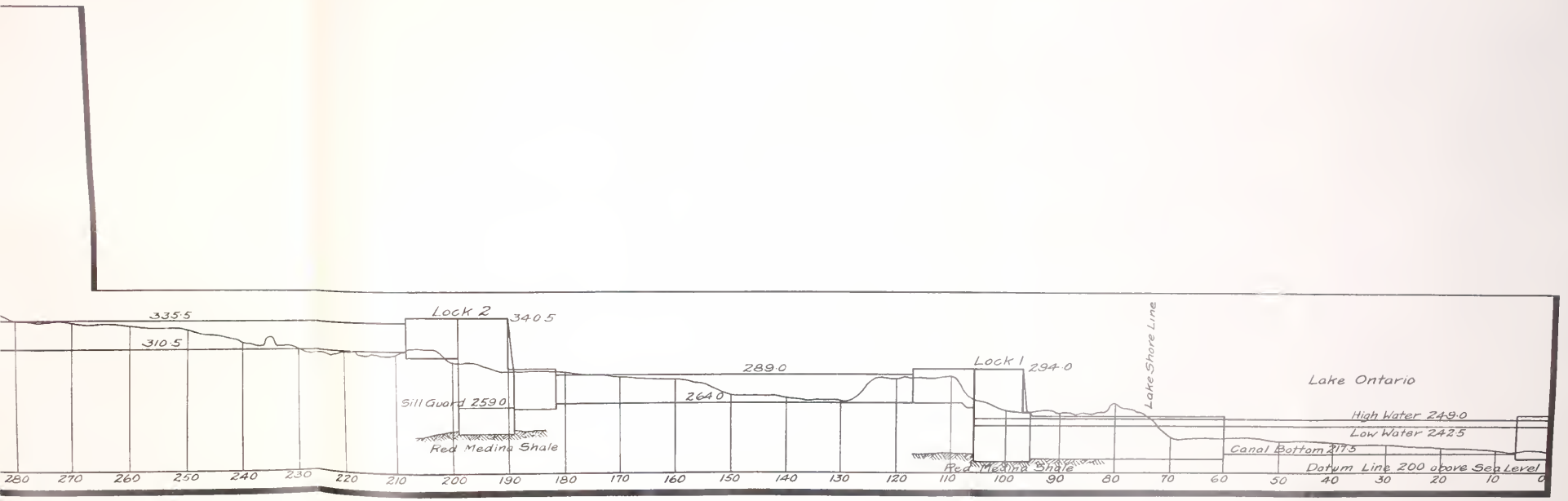
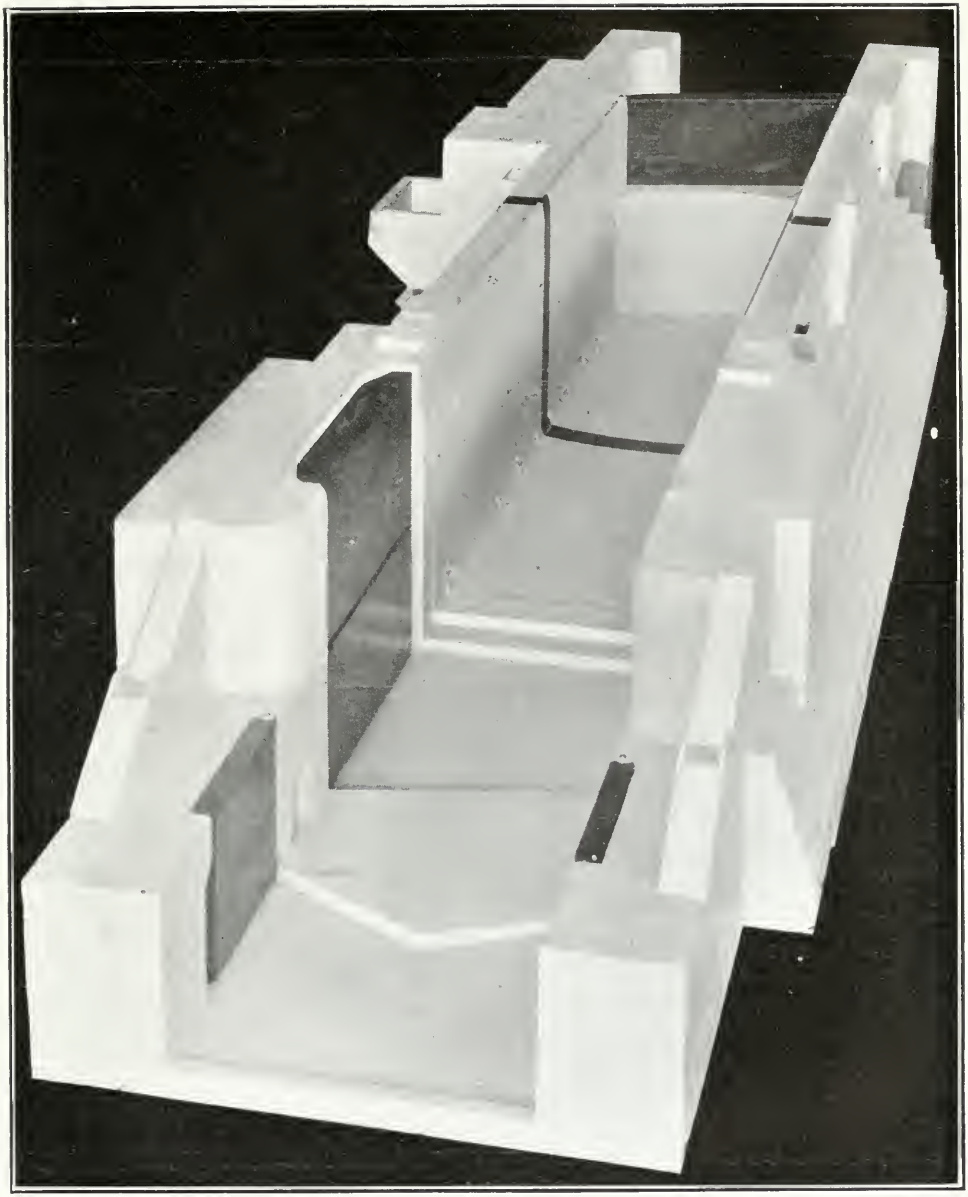
Lake Erie



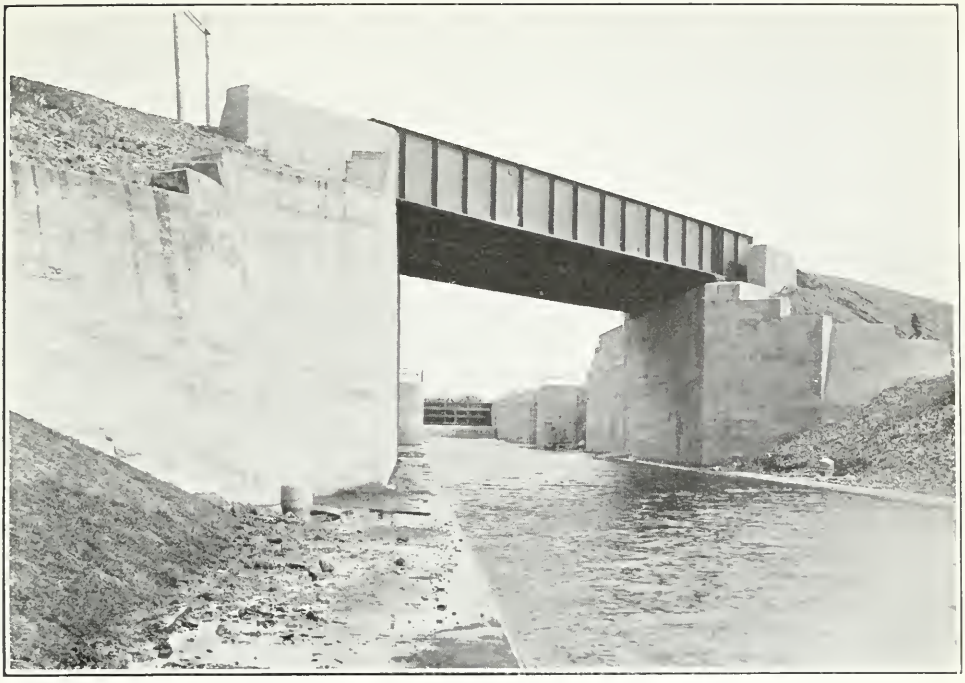
PROFILE OF LOCK SECTION OF NEW WEL



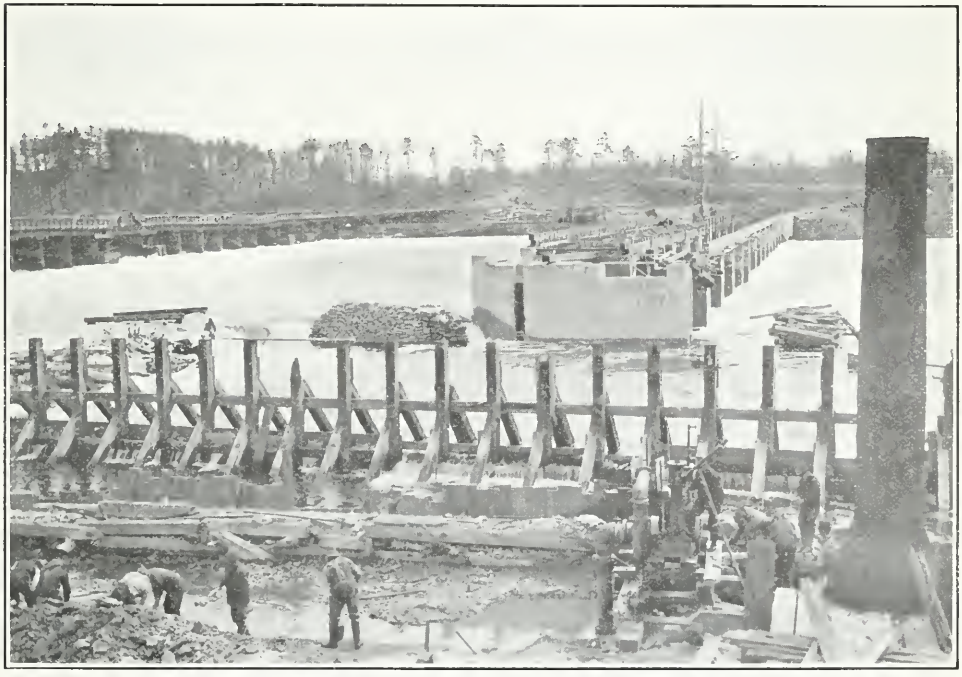
SECTION OF NEW WELLAND SHIP CANAL



New Welland Ship Canal—Model of Lock No. 1, upper and lower entrances. The middle portion (460 feet) is omitted.

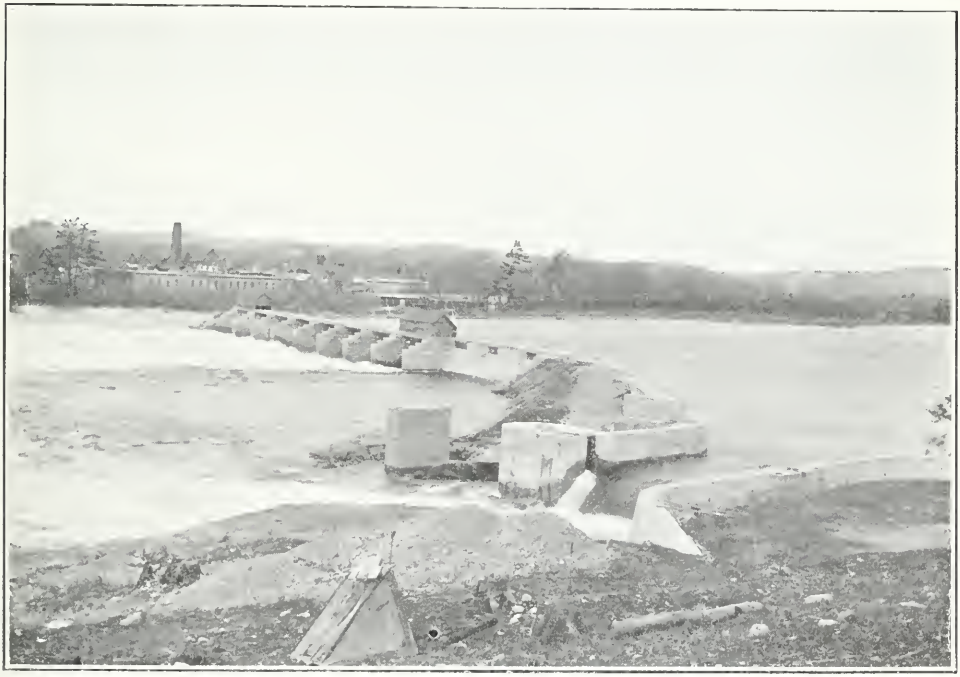


Trent Canal—G. T. R. bridge over canal at Trenton.

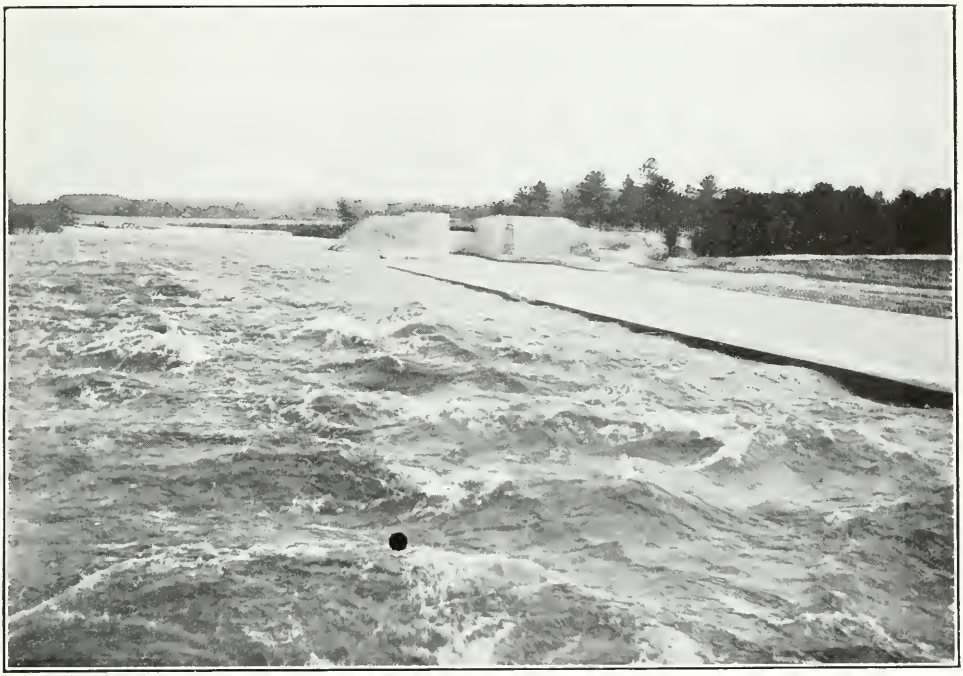


Trent Canal—Dam No. 1, Ontario—Rice Lake Division.

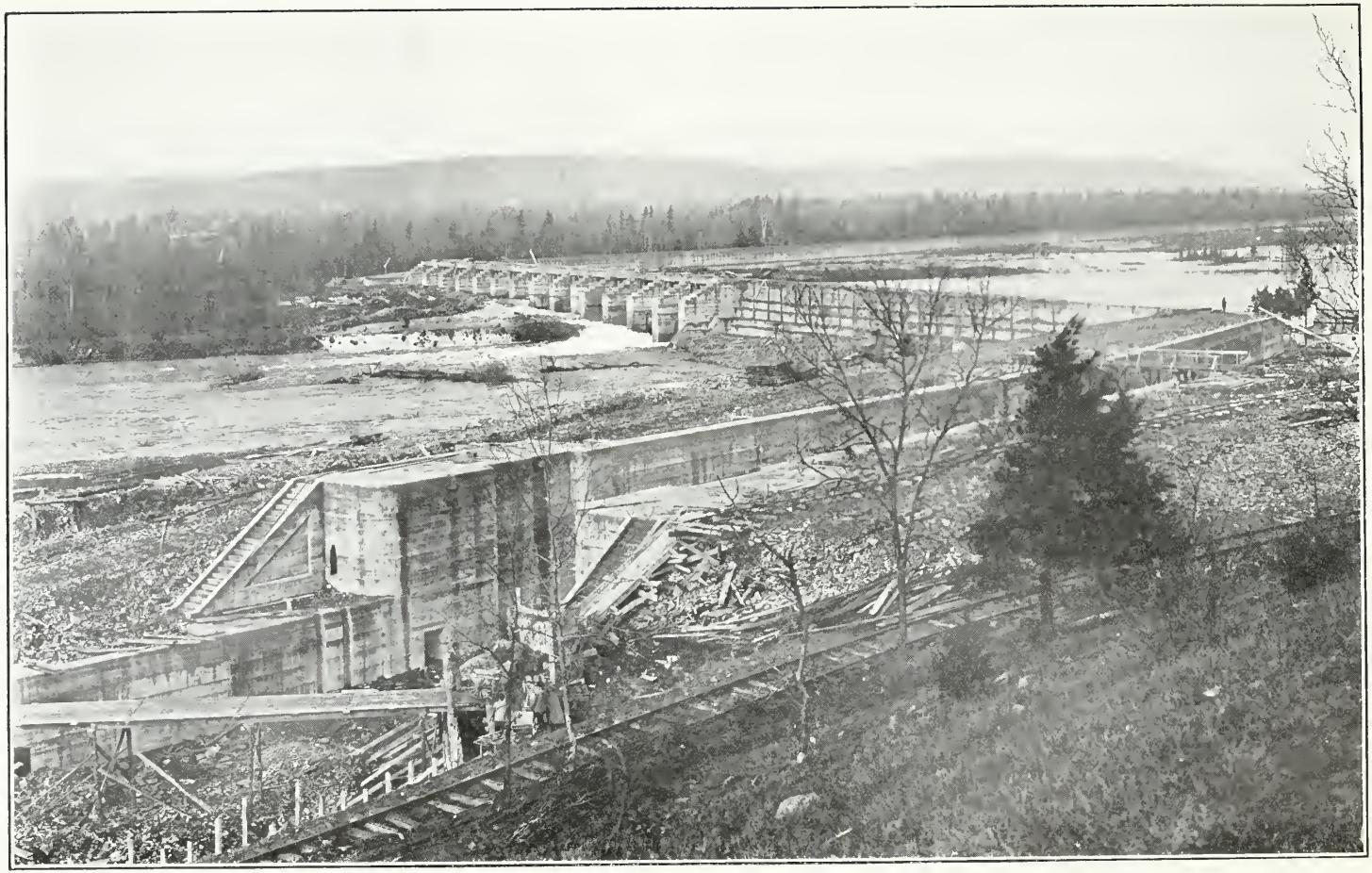
Trent Canal, Ontario—Rice Lake division dam 5, with coffer dam for power house.



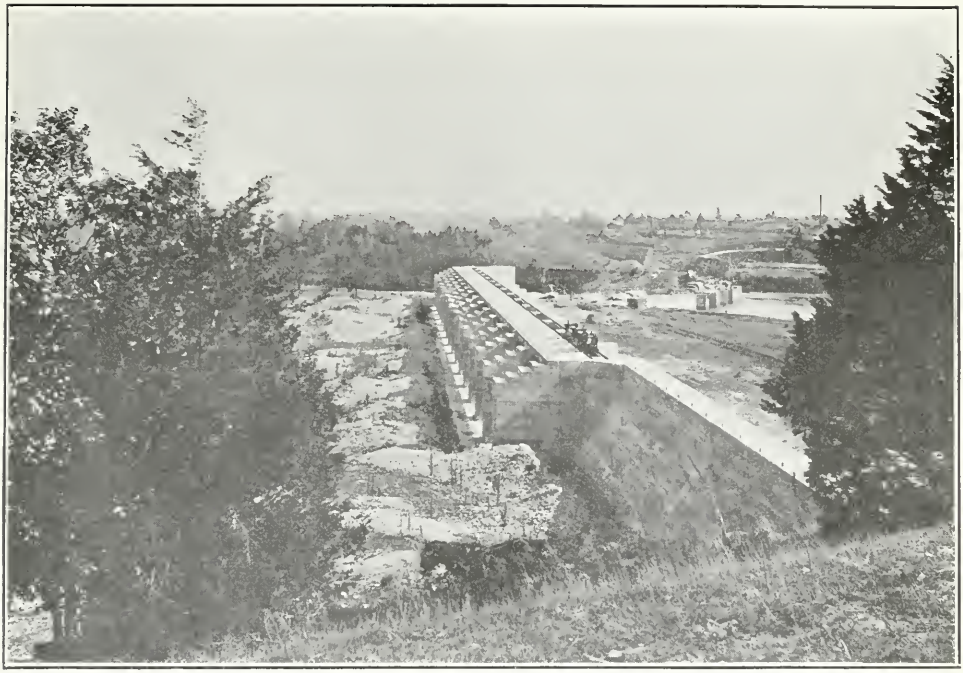
Trent Canal—Dam No. 6, Ontario—Rice Lake division.



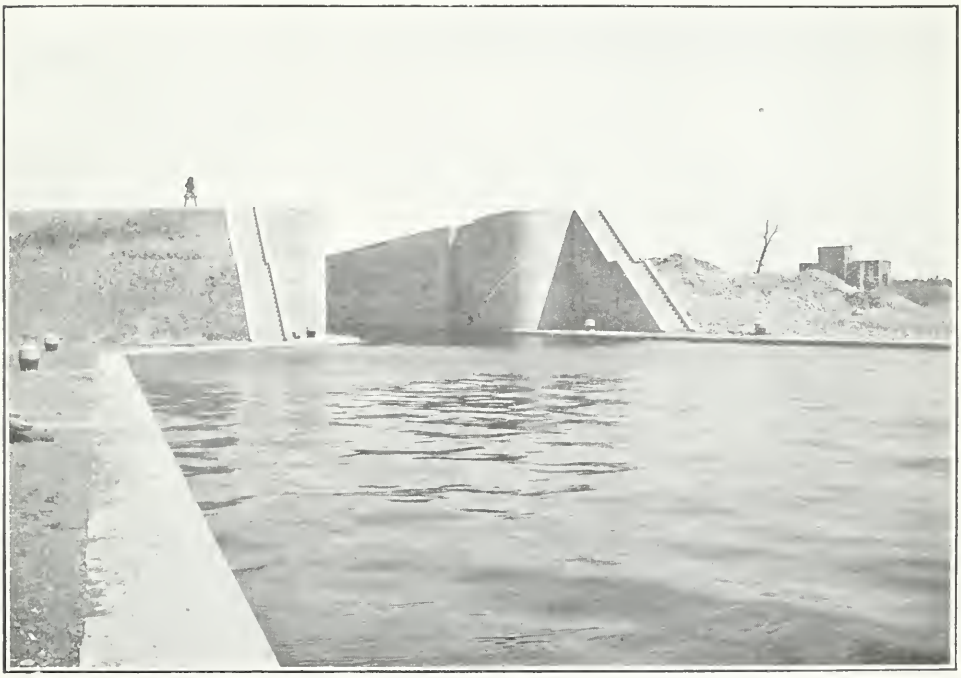
Trent Canal, Ontario—Rice Lake division, looking up stream at Lock No. 3, from Glen Miller bridge.



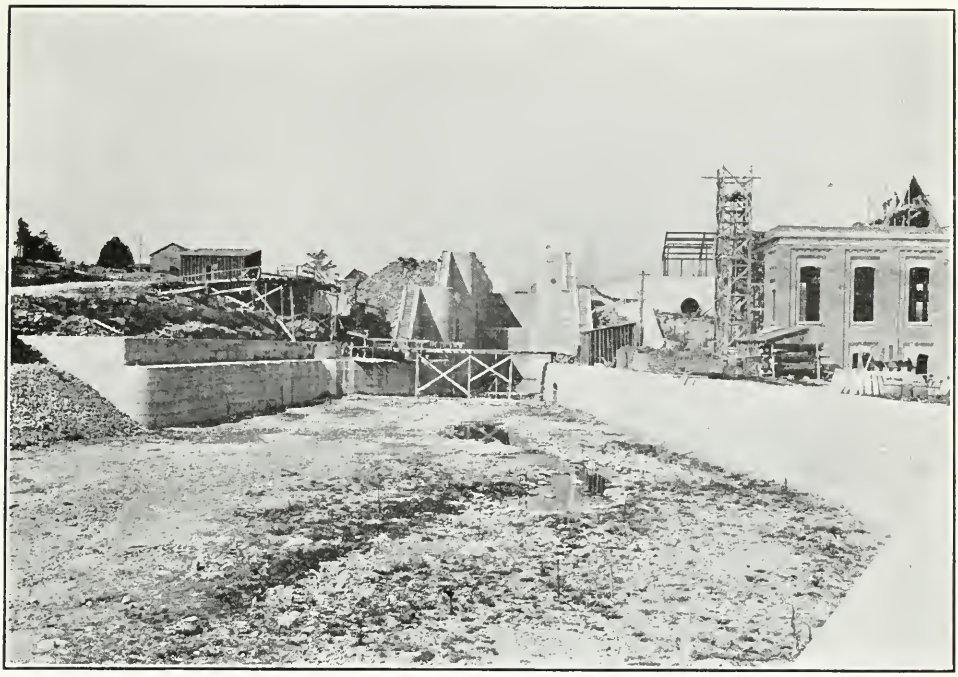
Trent Canal—Section 4, Ontario—Rice Lake division, Lock 8 and dam 9; under construction.



Trent Canal - Ontario - Rice Lake division, section 6, looking south east at dam 14 - Healey Falls is immediately below this dam.



Trent Canal—Lower entrance to Lock No. 13, Ontario—Rice Lake division.



Trent Canal Lower entrance to Locks 16 and 17, Ontario—Rice Lake division.

Trent Canal Lower entrance to lock at Hastings.

Trent Canal—Ontario—Rice Lake division, new dam at Hastings from north end of old dam.

Trent Canal—Down stream view of Burleigh Falls new dam.

Trent Canal—Lakefield—Balsam Lake division. Up stream view of new Burleigh Falls dam.

Trent Canal—Lakefield—Balsam Lake division, Burleigh Falls new dam, looking north.

Trent Canal—Crow River Weir. Submerged dam.

St. Peter's Canal, Cape Breton Works of improvement in progress.

Prince Arthur's Landing (now Port Arthur) Lake Superior. Arch erected on the wharf to welcome the Governor General, Lord Dufferin, in 1874.

Main street, Winnipeg, 1872. The third shanty on the right was the private office of the Provincial Attorney General.

DEPARTMENT OF RAILWAYS AND CANALS

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1913

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY THE KING'S PRINTER, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1914

[No. 20*a*—1914.]

To Field Marshal His Royal Highness PRINCE ARTHUR WILLIAM PATRICK ALBERT, *Duke of Connaught and of Strathearn, and Earl of Sussex, (in the Peerage of the United Kingdom), Prince of the United Kingdom of Great Britain and Ireland; Duke of Saxony; Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; one of His Majesty's Most Honourable Privy Council; Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to your Royal Highness Canal Statistics for the year ended December 31, 1913.

All of which is respectfully submitted.

F. COCHRANE,
Minister of Railways and Canals.

To the Honourable F. COCHRANE,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1913.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS.
OTTAWA, 20th JAN. 1914.

A. W. CAMPBELL, Esq., C. E.,
Deputy Minister of Railways and Canals.

Sir,—I have the honour to submit herewith Canal Statistics for the year ended December 31, 1913.

The volume of traffic through the canals of Canada during the year 1913 aggregated 52,053,913 tons as compared with 47,587,245 in 1912. The increment of 4,466,668 tons was equal to 9.4 per cent.

The total traffic for 1913 was distributed among the various canals as follows:

——	Tons.	Increase.	Decrease.
Sault Ste. Marie	42,699,324	3,029,669	
Welland	3,570,714	718,799	
St. Lawrence	4,302,427	825,239	
Chambly	555,602	.....	62,813
St. Peters	71,514	.....	3,295
Murray	180,576	10,495	
Ottawa	365,438	.....	26,912
Rideau	171,223	11,090	
Trent	55,800	.....	21,350
St. Andrews	81,295	.....	14,254
Total	52,053,913	4,595,292	128,624

It should be understood, that the foregoing figures do not give the net tonnage. They represent the aggregate of the traffic which passed through all the canals, and it happens that a cargo may pass through two or more canals. From the analysis made in the Department it may be said that the traffic of 1913, after eliminating duplication, involved a net tonnage of 44,901,804, of which 6,654,311 tons were of Canadian origin.

On the basis of gross traffic the following table will show the growth since 1904:—

1904	8,256,236 Tons.
1905	9,371,744 "
1906	10,523,185 "
1907	20,543,639 "
1908	17,502,820 "
1909	33,720,748 "
1910	42,990,608 "
1911	38,030,353 "
1912	47,587,245 "
1913	52,053,913 "

The increase of traffic through the canals of Canada for the decade was equal to 530 per cent.

For purposes of comparison, the following table will show upon what canals the growth has taken place during the past five years:—

	1909.	1910.	1911.	1912.	1913.
Sault Ste. Marie	27,861,245	36,395,687	30,951,709	39,669,655	42,699,324
Welland	2,025,951	2,326,290	2,537,629	2,851,915	3,570,714
St. Lawrence	2,410,629	2,760,752	3,105,708	3,477,188	4,302,427
Chambly	752,117	669,299	599,829	618,415	555,602
St. Peters	79,850	85,951	75,298	74,809	71,514
Murray	102,291	177,941	163,457	170,081	180,576
Ottawa	336,939	385,261	320,071	392,350	365,438
Rideau	91,774	134,881	172,227	160,133	171,223
Trent	59,952	46,263	57,290	77,150	55,800
St. Andrew's	.....	8,283	47,135	95,549	81,295

Details of traffic, showing the tonnage of commodities, will be found in tables constituting the body of this report. Comparing the years 1912 and 1913, following was the tonnage by classes and canals:—

Canals.	Agricultural Products.	Animal Products.	Manufactures.	Products of Forest.	Products of Mines.	Total.
1912.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie	4,530,792	372	975,303	54,114	34,109,074	39,669,655
Welland	1,205,912	678	625,569	227,684	792,072	2,851,915
St. Lawrence	1,119,567	9,375	464,091	578,760	1,305,395	3,477,188
Chambly	19,706	338	11,600	425,313	161,458	618,415
St. Peter's	15,427	2,996	7,583	11,161	37,642	74,809
Murray	448	37	101,511	706	67,379	170,081
Ottawa	5,278	2,880	20,958	226,600	136,634	392,350
Rideau	3,995	3,151	18,814	28,642	105,531	160,133
Trent	2,514	361	3,459	67,489	3,327	77,150
St. Andrew's	37	.....	60	14,153	81,299	95,549
Total	6,903,676	20,188	2,228,948	1,634,622	36,799,811	47,587,245
1913.						
Sault Ste. Marie	5,253,665	198	733,910	62,958	36,648,593	42,699,324
Welland	1,684,967	361	548,373	337,927	999,086	3,570,714
St. Lawrence	1,545,775	8,269	460,161	660,226	1,627,996	4,302,427
Chambly	13,432	490	20,217	337,331	184,132	555,602
St. Peter's	15,935	2,492	8,078	6,301	38,708	71,514
Murray	568	13	75,803	55	104,137	180,576
Ottawa	2,331	3,657	15,901	186,710	156,839	365,438
Rideau	3,437	3,458	15,213	27,331	121,784	171,223
Trent	1,840	298	2,414	50,812	436	55,800
St. Andrew's	377	65	1,629	9,274	69,950	81,295
Total	8,522,327	19,301	1,881,699	1,678,925	39,951,661	52,053,913

The ratio which each of the foregoing classes bore to the total volume of traffic during the past four years is shown in the following statement:—

	1910.	1911.	1912.	1913.
	Per cent.	Per cent.	Per cent.	Per cent.
Agricultural products	10·2	14·2	14·51	16·40
Animal "	1·2	·1	·04	·04
Manufactures	5·2	6·2	4·68	3·61
Products of forests	3·9	4·0	3·43	3·22
" of mines	79·5	75·5	77·34	76·73

It will be at once observed that an overwhelming proportion of the traffic through the canals consists of products of the mine. This significant situation will be dealt with under the next heading. It arises entirely from the use made of the Canals of Canada by vessels belonging to the United States.

CANADIAN AND AMERICAN TRAFFIC.

The public service of Canadian canals must be measured in the light of the nationality of the traffic. The canals are entirely free to the vessels of the United States and Canada. Up to 1909 no record was kept of the origin of cargoes; but since that year it has been possible to separate the business of the United States from that of Canada.

The facts with respect to the tonnage of vessels and of cargoes during the past six years are as follows:—

Year.	Canadian Vessels.		U. S. Vessels.		Freight Tonnage.		
	No.	Tonnage.	No.	Tonnage.	Canadian.	United States.	Total.
1908	29,040	6,780,789	7,489	4,835,320	5,012,147	12,190,673	17,502,820
1909	22,507	7,811,578	9,996	16,459,322	7,378,057	26,342,691	33,720,748
1910	25,337	8,931,790	11,462	21,777,297	7,883,614	35,106,994	42,990,608
1911	25,585	9,172,192	10,370	18,231,622	7,792,907	30,237,446	38,030,353
1912	27,371	10,237,335	11,785	24,636,190	9,376,529	38,210,716	47,587,245
1913	28,654	12,078,041	10,739	24,238,788	11,130,875	40,923,038	52,053,913

Gathering the foregoing facts with respect to freight tonnage into percentage form, the result is as follows:—

Year.	Canadian Per Cent.	American Per Cent.
1908	28·7	71·3
1909	21·8	78·2
1910	18·3	81·7
1911	20·5	79·5
1912	19·7	80·3
1913	21·3	78·7

These totals and percentages relate entirely to freight tonnage which passed through the canals of Canada. They do not include the traffic which

passed through the American canal at Sault Ste. Marie. At that point vessels passing up and down may take either the Canadian or American canal. When they pass through the Canadian canal a record is taken of the origin of the cargo; but when they pass through the American canal no such record is taken. Hence it is always impracticable to ascertain with exactness the volume of traffic which belongs to Canada. Until the United States takes cognizance of the origin of cargoes this unsatisfactory situation will continue.

A record is kept at the office of the Canadian canal at Sault Ste. Marie, and it was found that for 1913 but 6 per cent of all the freight tonnage which passed through both canals at that important gateway was carried in Canadian vessels.

The overwhelming proportion of American traffic which passes through the canals of Canada arises very largely at Sault Ste. Marie. In 1913 freight to the amount of 42,699,324 tons was transported through the Canadian canal. Of this 4,951,867, or 11.6 per cent, was of Canadian origin. The remainder, equalling 88.4 per cent, was American.

The situation is somewhat improved at the Welland canal. The total tonnage of freight which passed up and down at that point in 1913 was 3,570,714 and of this 2,093,406, or 81.3 per cent, belonged to Canada. Through the St. Lawrence canals 4,302,427 tons of freight were carried, and of this volume 2,837,419 tons were of Canadian origin, or 65.9 per cent. There was a marked betterment at the Welland canal in 1913 as compared with 1912, the proportion of distinctly Canadian business having risen from 54 to 81 per cent.

The character of the traffic at Sault Ste. Marie has a great deal to do with the preponderance of American tonnage. Of the 42,699,324 tons of freight which in 1913 passed through the Canadian canal, 32,445,067 tons consisted of ores, chiefly iron. Practically all of this business was American. If ores had been eliminated, the volume of Canadian business through the Canadian canal in 1913 would have been about equal to the American.

On a succeeding page, in the body of this report, will be found a statement showing the volume and character of the traffic which passed through the American canal at Sault Ste. Marie.

TRANSPORTATION OF CANADIAN WHEAT.

The movement of wheat from the head of Lake Superior eastward has become of increasing importance with the rapid development of the Canadian North West. Prior to 1909 the record was not kept in such a way as to separate Canadian wheat from American wheat. Bearing that fact in mind, following is a statement of the volume of wheat which has been brought down through the Canadian canal at Sault Ste. Marie.

	Bushels.
1895	4,518,334
1896	19,314,234
1897	17,925,834
1898	9,746,600
1899	12,759,634
1900	9,292,034
1901	9,639,534
1902	27,912,500
1903	32,233,934
1904	29,794,100
1905	25,983,100
1906	34,389,300
1907	49,399,967
1908	58,574,034
1909	*48,047,833
1910	51,774,833
1911	63,641,000
1912	83,743,034
1913	101,066,133

*For the first time represents Canadian wheat only. The figures of preceding years include American wheat which passed through the Canadian canal.

There also were brought down through the American canal at Sault Ste. Marie 40,660,766 bushels of Canadian wheat in 1913.

A summary of the facts with respect to Canadian wheat for 1913 might be given in the following form:—

	Bushels.
Through Canadian canal	101,066,133
Through American canal	40,660,766
Total	141,726,899

As compared with 1912 this total shows an increase for 1913 of 31,884,868 bushels.

There were also brought down from the West 1,684,170 barrels of Canadian flour, which, at 4½ bushels to the barrel, would represent 7,578,765 bushels of wheat. This would bring the final total up to 149,305,664 bushels of Canadian wheat. The aggregate on this basis in 1912 was 123,986,931; so that the net increase, counting wheat and flour together, for 1913 was 25,318,733 bushels.

A careful analysis has been made of the course which Canadian wheat took in 1913 in its transportation by water. In order to make the statement complete, copies of all the ships' reports filed at the office of the American canal at Sault Ste. Marie were procured, and from these the movement of Canadian wheat through that channel was tabulated.

Taking first the facts in relation to the Canadian wheat which passed through the Canadian canal, the distribution in 1913 was as follows:—

	Bushels.
Port Arthur—Fort William to Montreal	11,233,133
" " Georgian Bay	21,532,134
" " Other Canadian Ports	25,580,000
" " Buffalo	39,282,500
Duluth to Montreal	437,533
" Georgian Bay	416,067
" Other Canadian ports	281,600
" Buffalo	2,303,166
Total	101,066,133

The volume of Canadian wheat which passed through the American canal at Sault Ste. Marie in 1913 was distributed as follows:—

	Bushels.
Port Arthur—Fort William to Montreal	717,300
" " Georgian Bay	2,916,000
" " Other Canadian ports	2,465,733
" " Buffalo	28,419,400
Duluth to Montreal	2,798,666
" Georgian Bay	1,189,800
" Other Canadian ports	646,000
" Buffalo	1,507,867
Total	40,660,766

Combining the Canadian wheat which passed through the Canadian canal with the Canadian wheat which passed through the American canal the statement for 1913 would be as follows:—

Canadian Wheat.	Bushels.	Per cent.
Port Arthur–Fort William to Montreal	11,950,433	8·4
" " " Georgian Bay	24,448,134	17·2
" " " Other Canadian ports	28,045,733	19·8
" " " Buffalo	67,701,900	47·8
Duluth to Montreal	3,236,199	2·3
" " Georgian Bay	1,605,867	1·1
" " other Canadian ports	927,600	·7
" " Buffalo	3,811,033	2·7
Total	141,726,899	100·0

The "other Canadian ports" referred to in the foregoing statements are ports between Georgian Bay and Lake Ontario.

Cargoes consigned to Kingston are counted as being to Montreal, since Kingston is a port of transfer. The destiny of such cargoes is Montreal.

It will be observed that 45.4 per cent of the Canadian wheat brought down from the North West by water in 1913 clung to wholly Canadian channels.

In order that a comparison may be made with the facts in preceding years, the following table is brought down to the end of 1913:—

Canadian Wheat.	1909.	1910.	1911.	1912.	1913.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	10,517,266	13,185,370	12,761,666	14,929,099	11,950,433
" " Georgian Bay	13,384,400	12,753,200	9,881,234	19,501,168	24,448,134
" " Other Canadian ports	10,149,633	9,603,400	11,880,666	20,458,700	28,045,733
" " Buffalo	12,841,334	15,693,363	27,945,600	44,228,266	67,701,900
Duluth to Montreal	520,000	315,000	.....	283,500	3,236,199
" " Buffalo	528,200	224,500	710,334	5,714,367	3,811,033
" " Georgian Bay	28,000	.....	461,500	1,418,767	1,605,867
" " other Canadian ports	79,000	.....	.....	230,000	927,600
" " unclassified	.....	.....	.....	3,078,164	.....
Total	48,047,833	51,774,833	63,641,000	109,842,031	141,726,899
Through American canal	9,117,328	5,321,446	1,981,481	.....	.....
Grand total	57,165,161	57,096,279	65,622,481	109,842,031	141,726,899

The following statement of percentages presents the foregoing tables in a convenient form for purposes of comparison:—

Canadian Wheat.	1909.	1910.	1911.	1912.	1913.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Fort William to Montreal	21·9	25·5	20·1	13·6	8·4
" " Georgian Bay	27·9	24·6	15·6	17·8	17·2
" " Other Canadian ports	21·1	18·5	18·7	18·6	19·8
" " Buffalo	26·7	30·3	43·8	40·2	47·8
Duluth to Canadian ports	1·3	·6	·7	1·7	4·1
" " American ports	1·1	·5	1·1	5·2	2·7
" " unclassified	.....	.....	.....	2·9	.....

The diversion of Canadian wheat to Buffalo-New York, instead of following wholly Canadian channels, is due to several causes. Chief among these is the matter of time. Cargoes are sold for delivery at a foreign port by a specified date, and during the period of pressure in October, November and December, but chiefly in November, the availability of ocean tonnage at New York is a factor rising above freight rates. This question will be dealt with under the next heading.

FREIGHT RATES BY WATER.

Carriers by water are not placed by law on the same reporting basis as are the railways. Hence special and extraordinary measures have had to be taken in order to gather facts from which the freight rates prevailing on the inland waters of Canada might be ascertained. Such steps were taken for the first time in 1912, and were continued in 1913. They have resulted in the assembling of an exceedingly valuable and useful mass of statistical information. That information has been carefully classified and tabulated. With the co-operation of ship owners the system which was inaugurated in 1912 will be continued. It leaves much, however, to be desired. It would, for example, be most instructive to also have definite and authentic reports with respect to the number of vessels operating on inland waters, their tonnage, the capital invested, earnings, operating expenses, tonnage of freight other than that which passes through the canals, employees, the salaries and wages bill, accidents, &c.

The objects of the special inquiry to which allusion has been made were to show the average rate per ton per mile on inland waters, the average freight charges per ton and per bushel between certain points, and to compare these charges with railway rates. Before steps were taken in this direction in 1912 no information whatever was to be had from any source on these important aspects of transportation.

Having ascertained for 1913 the number of tons carried one mile, and the amount of gross earnings thereon, the following results were reached:—

Canadian traffic:—
Average rate per ton ..... 99.37 cents.
Average rate per ton per mile ..... ·184 "

American traffic:—
Average rate per ton ..... 55·19 cents.
Average rate per ton per mile ..... ·074 "

As compared with 1912 the foregoing results show a reduction. Following is a comparative summary:—

	1912 cents	1913 cents
Canadian traffic:—		
Average rate per ton	91·04	99·37
Average rate per ton per mile	0·194	·184
American traffic:—		
Average rate per ton	56·62	55·19
Average rate per ton per mile	·067	·074

The wide disparity between Canadian and American rates is due wholly to the character of American traffic. Of the 37,747,457 tons of American freight which passed through the Canadian canal in 1913, there were 32,445,067 tons of iron and copper ore and 4,153,301 tons of coal. These two commodities made up 97 per cent of the total American traffic. The ore moved downward and the coal upward. An overwhelming proportion of both the ore and the coal is carried in vessels belonging to the iron and steel industries of Pennsylvania, at rates which can hardly be regarded as commercial. They are uniform year after year—55 cents per ton for ore and 33 cents for coal. That these rates are not commercial, nor subject to competition, is demonstrated by the fact that in every month of the season of navigation grain and other commodities have been carried over the same route at as high a rate as $1.17 per ton. In some instances the rate was $2 and over per ton.

The Canadian rates also exhibit a wide difference as between maximum and minimum. Wheat was moved during 1913 at as low a rate as ·067 cent per ton per mile, and at as high a rate as ·172. Package freight, aggregating a considerable volume, earned as high as ·500 per ton per mile.

The facts having been given with regard to the volume of Canadian wheat moved over the various routes in 1913, it will be instructive to observe the rates of freight which applied to this important traffic. A thorough analysis was made of the reports received, and they yielded the following averages:—

Port Arthur—Fort William to Montreal:—
- Per ton per mile ·142 cent.
- Per bushel 5·351 "
- Per ton $1.78

Port Arthur—Fort William to Georgian Bay:—
- Per ton per mile ·148 cent.
- Per bushel 2·279 "
- Per ton 76·00 "

Port Arthur—Fort William to other Canadian ports:—
- Per ton per mile ·104 cent.
- Per bushel 2·436 "
- Per ton 81·21 "

Port Arthur—Fort William to Buffalo:—
- Per ton per mile ·103 cent.
- Per bushel 2·430 "
- Per ton 81·00 "

A comparison of the foregoing rates for 1913 with the rates for 1912 is here given in the following table:—

Port Arthur–Fort William	1912.			1913.		
	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.
	cent.	cent.	$	cent.	cent.	$
To Montreal	·157	5·774	1·924	·142	5·351	1·780
" Georgian Bay	·163	2·629	·876	·148	2·279	·760
" other Canadian ports	·115	2·384	·795	·104	2·436	·812
" Buffalo	·104	2·863	·793	·104	2·436	·812

A record was also kept of the movement of Canadian wheat over the several routes during each month of the season of navigation and the results ascertained were as follows:—

Port Arthur–Fort William to Montreal.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	$	Cents.
April	6·015	2·04	·165
May	5·525	1·84	·135
June	4,682	1·54	·127
July	4·080	1·60	·130
August	5·440	1·68	·137
September	5·282	1·76	·144
October	6·313	2·10	·171
November	6·341	2·11	·172

Port Arthur–Fort William to Georgian Bay.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cent.
April	2·42	80·63	·157
May	2·16	71·85	·135
June	2·18	73·93	·142
July	1·59	52·73	·102
August	1·43	47·81	·092
September	1·53	51·26	·100
October	2·21	73·95	·146
November	2·46	82·30	·160
December	3·35	$1·12	·220

Port Arthur–Fort William to other Canadian ports.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cent.
April	2·599	$6·63	·127
May	2·200	73·35	·091
June	1·755	58·53	·072
July	2·371	90·36	·122
August	1·928	64·27	·082
September	1·969	65·63	·083
October	2·767	92·23	·166
November	2·780	92·69	·116
December	3·081	$1·03	·146

Port Arthur–Fort William to Buffalo.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cent.
April	2·739	91·30	·108
May	2·442	$1·40	·094
June	1·954	65·13	·076
July	2·289	76·30	·118
August	1·969	65·63	·090
September	1,739	57,97	·066
October	2·876	95·86	·122
November	2·998	99·97	·114
December	3·296	$1·09	·126

A study of the returns for 1913 showed that the largest volume of wheat was moved through to Montreal during the months of May and June, when the rates were low and there was no apparent pressure for delivery abroad; while the movement to Buffalo was largest in October and November, when dispatch was the prime consideration, and the rates were high.

The all water rate from Port Arthur-Fort William to Montreal in November averaged 6·341 cents per bushel, which must be regarded as a fair rate for the vessels. For the same month the average water rate between Port Arthur-Fort William and Buffalo was 3·296 cents. To this should be added the rail rate between Buffalo and New York, which in November, for export, was 5½ cents per bushel. This fact was officially ascertained from the Buffalo Chamber of Commerce. The combined water and rail rate from Port Arthur-Fort William to Buffalo-New York in November was 8·796 cents, as compared with an average for that month between Port Arthur-Fort William and Montreal of 6·341. With an advantage of 2·455 cents per bushel in favor of the St. Lawrence route, it is still true that more than ten times as many bushels of Canadian wheat went out by way of Buffalo-New York in November than came down to Montreal.

Such a situation is obviously created by other considerations than the rates of freight. They will be found in (1) the availability of ocean tonnage at New York, (2) the demand for expedition, and (3) lower ocean freight and insurance rates from New York than from Montreal.

A larger volume of wheat was brought down to Georgian Bay ports in 1913 than in 1912. The average water rates to such ports was 2·279 cents per bushel. The rail rate from Georgian Bay to Montreal was 6 cents per bushel; but that rate was probably adjusted so as to make the water and rail rate combined equal to the all water rate.

It was also observed that a much larger volume of grain than in preceding years was brought to Port Colborne, there passed into the elevator and subsequently carried on to Montreal by water.

RAIL AND WATER RATES.

Out of the facts which have been presented with respect to freight rates in 1913 on the inland waters of Canada grows quite naturally the suggestion of a comparison with rail rates. It must be said at once that the water rates were considerably lower than the rail rates. It is easily possible with the information in hand which has been gathered during the past years to put certain water rates side by side with rail rates; but such a measurement could not be made with satisfactory accuracy until carriers by water are placed on the same statistical footing as that now occupied by the railways. There are large and important factors lacking from the data which has been made available with regard to the operations of certain carriers by water on the inland waters of Canada. When all the factors are known it will then be practicable to make an exact comparison. The statistical facts dealt with in this report are satisfactory as far as they go; but in a matter of this nature absolutely complete and comprehensive reports are required before conclusions may be drawn which are sound from every point of view. It is believed that the whole statistical situation with regard to carriers by water will be changed during the current year.

Within the limited scope of Canal Statistics certain facts are definitely known. The rates of freight on a very large proportion of all the cargoes of Canadian origin moved through the canals has been ascertained. From that basic information the average rate per ton per mile has been calculated. The omissions from the account relate to cargoes which did not pass through the canals, and there are good reasons for asserting that such cargoes bore a somewhat higher freight rate than those which applied to the trade of the Great Lakes in particular. The latter is a more or less specialized business, in which competition is active.

It has been shown that the average rate per ton per mile on canal traffic in 1913 was ·184. The corresponding average rate for all the railways of Canada in 1913 was ·758. This comparison is most favourable to carriers by water. But it must not be forgotten that Government makes a substantial contribution toward freight rates by water. The canals have not only been constructed by Government, but Government also maintains and operates them. It is therefore obviously reasonable to ask what the freight rate by water would have been in 1913 if carriers had been obliged to meet the interest on the cost of canals as well as the cost of maintenance. The facts are at hand.

The capital cost of the canals of Canada up to 30th March, 1913, was $105,656,037. Interest at 3½ per cent on this sum would amount to $3,697,612. The cost of maintenance for the fiscal year 1913 was $1,603,080. These two sums combined give a total of $5,301,041. The Canadian tonnage in 1913 was 6,654,311; so the Government contribution was equal to 78·85 cents per ton. Assuming that all this Canadian tonnage was carried at the same freight rates as the tonnage dealt with in the calculations on a preceding page, it will be

seen that 78·85 cents was the precise equivalent to ·146 per ton per mile. Put into tabular form the account would stand as follows:—

	Per ton.	Per ton per mile.
	cents.	cent.
Actual freight rate	99·37	·184
Government contribution	79·66	·147
Total	$1·7903	·331

The rail rate on wheat from Fort William to Montreal is 12 cents per bushel, or $4 per ton. This is equal to ·402 per ton per mile; so that the difference in favor of waterborne wheat in 1913 was ·071 per ton per mile. Put in another way, if shippers had been obliged to meet the amount involved in the public contribution to the water rate, the freight cost to Montreal in 1913 would have been 8 cents per bushel instead of 5·351. It should be added that the cost and maintenance of the canals is not the only Government contribution to the water rate. If the cost and maintenance of harbours, lighting, dredging &c., had been taken into the account there would have been a considerable addition. As it was, however, the rate by water was very much lower than the rate by rail.

INSURANCE RATES.

The insurance rates which prevailed during 1913 on the St. Lawrence and Great Lakes route were as follows:—

4¾ per cent from the head of navigation to the eastern end of Lake Erie, an additional 1 per cent to Ogdensburg and a further 1 per cent to Montreal. This would make the total 6¾ per cent from Port Arthur-Fort William to Montreal, or 2 per cent more than to Buffalo. This difference must be taken into account in comparing freight rates as between Buffalo and Montreal. In December an extension was allowed for the first five days at an additional one per cent.

GENERAL STATISTICS.

The following tables will afford further information with respect to traffic through the canals of Canada:—

Statement of Total Freight passed through the Canals for the following years.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.			
1887	336,648	1,154,424	138,692	202,563	151,805	192,528	86,374	457,482	713,519	2,006,997	2,720,516
1888	355,165	1,146,260	138,127	174,239	214,407	223,429	81,611	428,357	789,310	1,972,287	2,761,597
1889	384,777	1,156,306	122,295	198,497	267,224	300,193	81,243	603,311	855,529	2,258,367	3,113,896
1890	369,593	1,137,011	144,368	133,188	216,813	320,324	58,709	533,021	789,505	2,123,542	2,913,047
1891	370,120	1,155,247	103,814	123,193	248,188	307,958	50,747	543,259	772,869	2,129,657	2,902,526
1892	327,560	1,322,137	173,538	135,787	241,034	302,983	47,396	481,301	789,528	2,242,208	3,031,736
1893	351,706	1,344,822	214,076	141,602	247,329	385,769	54,912	806,773	868,023	2,678,966	3,546,989
1894	299,155	1,140,606	204,175	89,614	231,172	363,107	46,020	568,866	780,522	2,162,193	2,942,715
1895	264,824	1,070,046	286,191	91,177	362,637	608,778	62,285	590,140	975,937	2,360,141	*3,336,078
1896	293,353	1,619,668	259,659	100,519	1,197,245	3,536,054	117,535	867,040	1,867,792	6,123,281	7,991,073
1897	275,587	1,713,274	268,700	187,960	669,142	4,369,314	108,787	968,203	1,322,216	7,238,751	8,560,967
1898	263,989	1,819,887	187,253	98,967	829,508	2,425,121	81,615	912,135	1,362,365	5,256,110	6,618,475
1899	296,208	1,833,412	266,364	115,133	732,030	2,129,988	125,678	727,111	1,420,280	4,805,644	6,225,924
1900	312,201	1,632,915	270,033	81,714	568,197	1,339,915	105,155	703,563	1,255,586	3,758,107	5,013,693
1901	340,805	1,686,094	268,449	201,231	507,204	1,801,696	177,715	682,065	1,294,173	4,371,086	5,665,259
1902	529,085	2,064,480	308,212	342,484	515,828	3,000,636	190,243	562,229	1,543,368	5,969,829	7,513,197
1903	648,150	2,391,366	430,174	408,500	863,337	3,130,816	373,456	958,018	2,315,117	6,888,700	9,203,817
1904	606,737	2,047,499	511,887	276,578	699,784	2,778,903	483,795	851,053	2,302,203	5,954,033	8,256,236
1905	736,976	2,252,514	549,365	347,089	607,228	3,183,895	577,528	1,137,146	2,451,097	6,920,647	9,371,744
1906	1,238,929	2,355,855	627,094	234,919	991,508	3,595,256	482,239	997,385	3,339,770	7,183,415	10,523,185
1907	1,034,733	3,162,158	891,692	226,138	1,991,959	11,060,878	819,369	1,356,712	4,737,753	15,805,886	20,543,639
1908	1,028,246	3,292,422	560,736	278,721	1,704,310	8,218,866	972,309	1,447,219	4,265,592	13,237,228	17,502,820
1909	1,608,659	3,504,849	1,060,715	607,894	1,985,522	22,385,226	1,023,829	1,544,054	5,744,349	27,976,399	33,720,748
1910	2,312,740	3,861,272	600,144	661,136	3,323,822	29,530,163	995,749	1,705,282	7,232,455	35,758,153	42,990,608
1911	2,370,516	3,910,558	572,470	995,719	2,546,677	23,458,256	2,086,777	2,089,380	7,576,440	30,453,913	38,030,353
1912	2,340,444	4,973,342	867,250	961,838	2,042,819	32,434,735	1,343,288	2,623,529	6,593,801	40,993,444	47,587,245
1913	2,212,928	6,286,637	967,712	1,478,263	2,694,527	33,630,484	1,906,947	2,876,415	7,782,114	44,271,799	52,053,913

*Sault Ste. Marie canal opened in August, 1895.

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years.

CANADIAN VESSELS.

YEARS.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.	
1887	1,201,529	1,194,665	162,554	36,277	1,074	65	30,778	221,013	1,395,932	1,452,020	2,847,952	18,991
1888	1,113,290	1,120,774	158,209	34,368	1,252	.....	22,553	189,876	1,295,304	1,345,018	2,640,322	17,661
1889	1,285,574	1,207,892	188,131	39,371	976	802	20,271	252,565	1,494,952	1,500,630	2,995,582	19,393
1890	1,314,127	1,250,999	229,478	32,909	929	351	14,003	296,676	1,558,537	1,580,935	3,139,472	20,655
1891	1,356,518	1,287,168	201,758	28,642	550	292	16,350	244,176	1,575,176	1,560,278	3,135,454	19,246
1892	1,517,249	1,460,505	177,136	29,184	1,466	394	14,659	201,374	1,710,510	1,691,455	3,401,965	21,177
1893	1,548,094	1,422,326	170,186	26,787	1,172	10	17,037	248,442	1,736,489	1,697,565	3,434,054	20,757
1894	1,319,792	1,260,907	247,635	19,298	2,177	5	6,394	222,696	1,545,998	1,502,906	3,048,904	19,027
1895	1,258,848	1,165,683	253,693	13,383	.....	.....	5,889	285,553	1,518,440	1,464,619	2,983,059	17,136
1896	1,547,757	1,420,342	200,292	5,234	157	.....	4,115	271,809	1,752,321	1,697,385	3,449,706	20,972
1897	1,629,192	1,482,951	215,785	11,378	.....	.....	3,533	297,898	1,848,510	1,792,227	3,640,737	21,466
1898	1,704,661	1,609,255	215,393	4,927	499	518	6,805	255,927	1,927,358	1,870,627	3,797,985	21,509
1899	1,865,643	1,774,789	242,817	32,436	925	3,691	42,290	345,980	2,151,675	2,156,896	4,308,571	23,579
1900	1,767,293	1,681,340	265,926	14,922	2,909	64	38,015	358,781	2,074,143	2,055,107	4,129,250	21,755
1901	1,615,952	1,587,221	279,007	82,541	3,300	2,908	97,332	312,003	1,995,591	1,984,673	3,980,264	20,860
1902	1,914,167	1,840,787	241,356	97,492	1,874	2,164	101,335	286,520	2,258,732	2,226,963	4,485,695	22,198
1903	2,061,258	2,088,969	340,383	143,614	7,018	3,082	188,896	379,612	2,597,555	2,615,277	5,212,832	23,767
1904	1,838,260	1,907,886	299,245	159,740	5,175	4,223	237,910	319,661	2,380,590	2,391,510	4,772,100	21,851
1905	2,059,097	2,031,766	342,773	188,138	11,820	3,191	262,401	322,005	2,646,091	2,545,100	5,191,191	23,726
1906	2,271,776	2,264,476	292,705	155,595	24,420	5,506	202,276	309,567	2,791,177	2,735,144	5,526,321	25,498
1907	2,561,948	2,661,317	337,822	129,246	9,153	7,331	238,172	383,922	3,147,095	3,181,816	6,328,911	28,833
1908	2,726,776	2,748,139	348,327	227,315	5,057	7,844	348,944	398,387	3,399,104	3,381,685	6,780,789	29,040
1909	3,335,187	2,992,403	300,320	217,989	82,591	111,236	257,945	513,907	3,976,043	3,835,535	7,811,578	22,507
1910	3,891,613	3,504,463	315,656	422,688	95,151	89,618	287,555	627,046	4,587,975	4,343,815	8,931,790	25,337
1911	3,997,073	3,646,516	333,500	476,690	8,499	2,332	393,012	614,570	4,732,084	4,440,108	9,172,192	25,585
1912	4,457,303	4,168,304	617,407	21,176	9,907	1,053	180,735	781,450	5,265,352	4,971,983	10,237,335	27,371
1913	4,964,635	4,827,587	898,249	67,031	3,531	5,231	348,477	963,300	6,214,892	5,863,149	12,078,041	28,654

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years.

UNITED STATES VESSELS.

YEARS.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.	
1887.....	16,265	17,925	38,857	56,708	143,730	140,562	52,793	98,840	251,645	315,035	566,680	3,883
1888.....	14,304	26,801	42,425	50,047	177,714	156,095	49,778	114,613	284,221	347,556	631,777	3,921
1889.....	21,125	26,449	55,996	50,732	253,088	206,567	56,249	160,442	386,458	444,190	830,648	4,542
1890.....	10,390	16,345	38,156	36,397	248,418	234,728	39,697	97,266	336,661	384,736	721,397	3,364
1891.....	10,357	29,851	70,665	27,727	283,013	238,818	31,083	146,602	395,118	442,998	838,116	3,602
1892.....	12,023	29,405	88,221	22,763	280,315	229,437	37,037	172,594	417,596	454,199	871,795	3,928
1893.....	10,752	34,303	214,047	33,741	351,994	282,724	50,994	307,740	627,787	658,508	1,286,295	4,585
1894.....	18,528	30,201	139,720	20,830	302,562	269,788	37,406	192,992	498,216	513,811	1,012,027	4,131
1895.....	8,838	24,768	139,554	17,712	262,240	216,542	32,295	185,730	441,927	444,752	886,679	4,427
1896.....	11,496	19,093	195,228	21,953	357,205	292,359	40,416	290,370	604,345	623,775	1,228,120	4,650
1897.....	14,666	18,367	269,430	17,618	338,938	277,345	26,341	347,698	619,375	661,028	1,310,403	4,675
1898.....	12,142	9,541	133,524	32,880	308,878	305,464	32,331	336,004	536,875	683,889	1,270,764	4,264
1899.....	17,217	18,044	172,897	30,002	1,605,887	1,156,503	51,902	234,336	1,846,848	1,438,885	3,285,733	6,101
1900.....	13,316	17,824	157,689	30,443	1,208,725	744,276	45,741	190,971	1,425,471	983,514	2,408,985	5,502
1901.....	11,587	18,706	177,169	28,124	922,464	1,044,707	54,895	224,622	1,166,115	1,316,159	2,482,274	5,634
1902.....	13,622	37,871	187,826	70,641	1,756,948	1,654,672	123,257	241,602	2,081,653	2,004,786	4,086,439	6,433
1903.....	14,014	24,168	265,208	65,247	1,736,187	1,689,414	106,401	335,836	2,121,810	2,114,665	4,236,475	6,695
1904.....	10,122	16,890	275,721	39,993	1,464,316	1,475,085	68,081	305,697	1,818,240	1,837,665	3,655,905	6,253
1905.....	19,743	19,444	364,985	81,876	2,350,494	1,701,704	1101,536	456,459	2,836,758	2,259,483	5,096,241	7,085
1906.....	34,306	15,324	356,259	78,561	2,738,623	1,928,131	115,675	418,436	3,244,863	2,440,452	5,685,315	7,319
1907.....	57,349	72,018	304,591	72,048	4,730,053	5,376,060	205,769	623,941	5,463,767	6,141,067	11,604,834	9,328
1908.....	54,587	32,705	442,773	124,120	2,975,624	4,142,392	218,835	536,103	3,685,819	4,835,320	8,521,139	7,489
1909.....	263,592	109,407	442,176	200,202	4,178,378	10,429,614	213,750	621,903	5,098,196	11,361,126	16,459,322	9,996
1910.....	119,222	50,498	429,702	305,330	5,509,417	14,488,565	299,462	576,101	6,356,803	15,420,494	21,777,297	11,462
1911.....	49,778	12,613	626,897	576,313	3,348,936	12,057,484	709,084	850,487	4,734,695	13,496,927	18,231,622	10,370
1912.....	50,296	15,518	763,426	470,330	5,778,534	16,011,911	614,311	931,864	7,206,567	17,429,623	24,636,190	11,785
1913.....	61,301	29,788	673,382	711,603	5,657,984	15,567,499	703,212	834,019	7,095,879	17,142,909	24,238,788	10,739

Vessel and Freight Tonnage passed through the Sault Ste. Marie Canal.

Years.	Canadian Vessels.		U.S. Vessels.		Total No.	Vessel Tonnage.	Freight Tonnage.			Lockages	Days Open.	Remarks.
	No.	Tonnage.	No.	Tonnage.			Canadian	United States.	Total.	No.	No.	
1895	609	126,534	583	623,092	1,192	749,626	.....	.....	595,837	699	87	Canal first operated Sept. 9, 1895.
1896	2,070	0589,407	3,066	3,805,749	5,136	4,395,156	.....	.....	4,577,399	3,042	218	
1897	1,909	405,546	2,359	3,391,936	4,268	3,797,482	.....	.....	4,947,065	2,604	238	
1898	1,811	403,931	1,864	2,353,699	3,675	2,757,630	.....	.....	3,055,387	2,520	243	
1899	2,000	558,552	1,769	2,389,457	3,769	2,948,009	.....	.....	3,006,664	2,610	239	
1900	1,790	577,310	1,291	1,617,438	2,081	2,194,748	.....	.....	2,035,677	2,205	238	
1901	2,796	775,151	1,408	1,674,597	4,204	2,449,748	.....	.....	2,820,394	2,910	246	
1902	3,080	1,366,930	1,964	3,237,372	5,044	4,604,302	.....	.....	4,729,268	3,418	264	
1903	2,711	1,615,939	1,640	3,146,807	4,351	4,762,746	.....	.....	5,511,868	3,242	256	
1904	2,637	1,555,012	1,325	2,675,663	3,962	4,230,705	.....	.....	5,030,705	3,022	241	
1905	3,970	1,803,299	1,692	2,734,349	5,662	5,537,637	.....	.....	5,473,406	4,031	255	
1906	3,922	1,959,252	1,758	4,399,872	5,680	6,359,124	.....	.....	6,574,039	4,152	253	
1907	3,217	2,154,688	3,132	9,961,281	6,319	12,115,969	.....	.....	15,588,165	4,596	238	
1908	3,289	2,603,232	2,204	7,035,655	5,293	9,638,887	2,092,231	10,666,985	12,759,216	3,667	235	Origin of cargo first shown.
1909	2,597	2,988,936	3,734	14,850,738	6,331	17,839,674	3,366,495	24,494,750	27,861,245	5,046	240	
1910	2,744	3,173,494	5,228	20,187,704	7,972	23,361,198	2,345,619	33,050,068	36,395,687	6,110	248	
1911	2,713	3,108,880	4,068	16,252,340	6,781	19,361,220	3,177,581	27,774,128	30,951,709	6,802	236	
1912	2,643	3,296,229	5,213	22,536,015	7,856	25,832,244	4,090,362	35,579,293	39,669,655	6,200	240	
1913	3,279	3,793,431	5,006	22,181,007	8,285	25,974,441	4,954,734	37,744,590	42,699,324	6,266	246	

CAPITAL EXPENDITURE.

The following statement brings the capital expenditure on the canals of the Dominion down to March 31, 1913. It must be understood, however, that the total shown is apart from the outlay by the Imperial Government on the Carillon and Grenville canal, as to which the records were lost in the destruction by the fire of the Ordnance Office, Montreal, in 1852. The details are as follows:—

Canal.	Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Beauharnois	1,636,690 26	.....	1,636,690 26
Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 86
Chambly	637,214 66	91,784 83	728,999 49
Cornwall	1,945,624 73	5,297,179 48	7,242,804 21
Culbute	382,391 46	.....	382,391 46
Lachine	2,589,532 85	10,815,488 11	13,404,970 96
Lake St. Francis	.....	75,906 71	75,906 71
Lake St. Louis	.....	298,176 11	298,176 11
Murray	1,248,946 71	.....	1,248,946 71
Rideau	4,127,454 21	.....	4,987,498 24
Sault Ste. Marie	4,987,498 24	.....	4,987,498 24
Soulanges	7,696,439 46	.....	7,696,439 46
Ste. Anne's	134,456 51	1,035,759 12	1,170,215 63
St. Lawrence River and Canals	18,442 85	3,451,470 56	3,469,913 41
St. Ours	121,537 65	4,306 28	125,843 93
St. Peter's	648,547 14	.....	648,547 14
Tay	489,599 23	.....	489,599 23
Trent	12,464,651 64	.....	12,464,651 64
Welland	7,693,824 03	21,557,126 98	29,250,951 01
Williamsburg (Farran's Point	.....	877,090 57	
Williamsburg (Galops	.....	6,120,300 14	
Williamsburg (Rapide Plat	.....	2,158,242 00	10,490,184 51
Williamsburg (Williamsburg	1,320,655 54	13,896 26	
St. Andrew's Lock	1,533,759 57	.....	1,533,759 57
Total	49,740,320 38	915,716 47	105,656,036 85

The cost of maintenance for the fiscal year 1913, was $1,603,080.07.

I have the honor to be, sir,

Your obedient servant,

J. L. PAYNE,
Comptroller of Statistics.

CANAL STATISTICS

FOR

SEASON OF NAVIGATION, 1913

GRAIN PASSED DOWN WELLAND.

The quantity of barley, corn, oats, pease, rye and wheat passed down the Welland canal, from ports west of Port Colborne for a period of thirty-two years is as follows:—

	Quantity passed down to Montreal	To Ports in Ontario.	Quantity from U.S. Ports to U.S. Ports.
	Tons.	Tons.	Tons.
1882	180,694	.....	63,881
1883	186,814	10,650	121,876
1884	142,194	12,153	104,537
1885	96,569	11,909	117,346
1886	203,940	9,881	151,551
1887	185,034	11,838	134,868
1888	160,358	25,599	169,664
1889	267,769	19,075	213,766
1890	288,513	16,899	245,932
1891	295,509	6,805	202,710
1892	261,954	8,942	201,540
1893	501,806	25,555	222,958
1894	273,651	16,699	203,979
1895	231,491	32,096	133,823
1896	461,049	73,386	160,372
1897	560,254	53,257	157,756
1898	519,532	31,279	144,612
1899	332,746	40,197	68,011
1900	244,661	17,525	84,589
1901	151,566	13,732	83,370
1902	208,215	22,787	81,164
1903	351,936	29,062	111,828
1904	198,246	23,711	102,523
1905	341,431	42,061	129,270
1906	404,935	33,351	176,119
1907	635,573	42,032	163,295
1908	756,141	38,142	135,172
1909	652,742	40,238	129,587
1910	789,661	63,657	115,457
1911	836,924	51,560	121,655
1912	961,855	47,866	117,195
1913	1,265,368	63,806	122,069

During the last decade the quantity of agricultural products as above, passed down the Welland and St. Lawrence canals to Montreal, has increased from 198,246 tons in 1904 to 1,265,368 tons in 1913, and the quantity passed down the Welland canal from United States ports to United States, has increased from 102,523 to 122,069 tons the same years.

The quantity of barley, buckwheat, corn, oats, pease, rye and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific Railways for a period of 15 years, is reported as follows:—

Year.	Tons.
1899	209,170
1900	229,624
1901	227,700
1902	263,861
1903	253,959
1904	154,625
1905	148,377
1906	386,963
1907	383,735
1908	285,262
1909	426,163
1910	.....
1911	241,134
1912	462,444
1913	.....

The quantity of the same articles passed down the whole length of the St. Lawrence canals to Montreal for the same period was:—

Year.	Tons.
1899	372,291
1900	295,928
1901	203,316
1901	242,225
1903	400,057
1904	220,076
1905	375,630
1906	449,673
1907	684,697
1908	776,374
1909	652,742
1910	789,661
1911	836,924
1912	964,187
1913	1,265,376

Comparative shipments of grain by the St. Lawrence route, and railways, are as follows:—

QUANTITY OF GRAIN TO SEA BOARD BY COMPETING ROUTES.

The quantity of grain and pease passed down the whole length of the St. Lawrence canal to Montreal, is as follows:—

	Tons.
For 1912	964,'87
1913	1,265,376
Showing an increase of	301,189

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways is reported as follows:—

For 1912	462,444
1913	.....
Showing an increase of	.....

The quantity of grain passed down the Welland canal in Canadian and United States vessels to Kingston and Prescott for fifteen years is as follows:—

In Canadian vessels there were in:—

—	Tons.
1899, 162 cargoes, with an aggregate quantity of	221,306
1900, 325 " "	183,200
1901, 112 " "	132,558
1902, 131 " "	175,514
1903, 170 " "	218,840
1904, 115 " "	174,121
1905, 167 " "	239,418
1906, 205 " "	344,605
1907, 255 " "	427,813
1908, 355 " "	598,941
1909, 308 " "	550,276
1910, 383 " "	679,358
1911, 421 " "	728,223
1912, 504 " "	796,858
1913, 687 " "	1,128,324

In the United States vessels there were in:—

—	Tons.
1899, 167 cargoes, with an aggregate quantity of	205,571
1900, 259 " "	163,575
1901, 135 " "	123,229
1902, 135 " "	136,652
1903, 219 " "	273,986
1904, 118 " "	150,359
1905, 235 " "	273,344
1906, 178 " "	269,800
1907, 263 " "	413,087
1908, 271 " "	330,514
1909, 174 " "	272,291
1910, 182 " "	295,714
1911, 173 " "	281,916
1912, 154 " "	330,058
1913, 253 " "	322,919

One hundred and sixty-two Canadian and 49 American vessels took cargoes of 343,733 tons through to Montreal intact in 1908; 87 Canadian and 9 American of 135,582 in 1907; 74 Canadian and 10 American of 108,734 tons in 1906; 96 Canadian and 18 American of 180,206 in 1905; 56 Canadian and 16 American of 116,095 tons in 1904; 56 Canadian and 18 American of 99,582 tons in 1903; 19 Canadian and 17 American of 34,804 tons in 1902; 23 Canadian and 2 American of 17,303 tons in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1905, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 934 tons, and 3 in 1891 of 1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1909 and the four previous years was as follows:

Articles.	1905.	1906.	1907.	1908.	1909.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat	679,840	1,009,474	1,428,300	1,106,244	2,686,963
Corn	104,027	110,629	112,036	.....	.....
Rye	.....	.....	.....	.....	.....
Oats	.....	29,118	30,824	23,945	.....
Barley	.....	2,103	.....	56,544	22,216
Flaxseed	.....	.....	30,040	49,628	8,202

WELLAND CANAL.

The total quantity of freight passed on the Welland canal during the season of 1913 was 3,570,714 tons; of this quantity 86,030 tons was way or local freight.

There were 2,565,611 tons of freight passed eastward, and 1,005,103 passed westward.

East and West bound Through Freight.

The total quantity of through freight passed through the whole length of the Welland canal during the season of 1913 was 3,484,651 tons.

Of this quantity 2,553,542 tons were west bound and 931,109 west bound freight.

Of the east bound through freight, Canadian vessels carried 1,966,970 tons and United States vessels carried 586,572 tons; and of the west bound through freight Canadian vessels carried 544,241 tons and United States vessels carried 386,868 tons, or a total of 2,511,211 tons for Canadian and 973,440 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1913 was 4,302,427 tons; of this quantity 3,198,302 tons passed eastward and 1,104,125 passed westward.

East and West bound Through Freight.

The total quantity of through freight was 3,486,882 tons; of this quantity 2,815,410 tons were east bound and 671,472 tons were west bound.

Way Freight.

Of the total quantity of (way) or local freight 382,892 were east bound and 432,653 tons west bound freight.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKE ERIE, MICHIGAN, ETC.

The total quantity of through freights passed eastward from Lake Erie and westward from Montreal through the Welland and St. Lawrence canals, during fifteen years, was as follows:—

Year.	Eastward to Montreal.	Westward from Montreal.
1899	354,933	5,991
1900	288,251	6,217
1901	184,420	13,714
1902	250,475	25,289
1903	390,786	100,699
1904	278,328	71,512
1905	448,704	72,482
1906	554,231	96,791
1907	789,167	1,281
1908	864,926	3,472
1909	925,005	191,510
1910	1,170,139	172,360
1911	1,291,973	233,335
1912	1,559,963	236,979
1913	1,710,219	333,592

THROUGH FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of through freight passed eastward and westward through the Welland canal, from United States ports to United States ports, for a period of fifteen years, was as follows:—

Year.	Eastward.	Westward.	Total.
	Tons.	Tons.	Tons.
1899	225,491	135,038	360,529
1900	218,969	99,560	318,529
1901	190,476	83,543	274,019
1902	224,110	44,919	269,029
1903	221,074	149,151	370,225
1904	165,337	87,144	252,481
1905	190,547	112,549	303,096
1906	237,226	84,205	321,431
1907	218,997	177,660	396,657
1908	209,518	239,136	448,654
1909	196,838	248,581	445,419
1910	197,301	288,198	485,499
1911	175,752	309,603	485,355
1912	180,319	235,437	415,756
1913	204,597	320,736	525,333

The total quantity of freight passed through the Welland canal from United States ports to United States ports shows an increase of 109,577 tons as compared with the previous year; and an increase of 164,804 tons as compared with 1899.

The following statement shows the aggregate number of vessels and the total quantity of freight passed through the Welland canal, and the quantity passed between United States ports during the year 1867 to 1913 inclusive.

Fiscal Year.	Aggregate Number of Trips.	Total quantity transported on the Welland canal.	Quantity passed from United States ports to United States ports.
	Mumber.	Tons.	Tons.
1867	5,405	933,260	458,386
1868	6,157	1,161,821	641,711
1869	6,069	1,231,903	688,700
1870	7,356	1,311,956	747,567
1871	7,729	1,478,122	772,756
Season of Navigation.			
1872	6,063	1,333,104	606,627
1873	6,425	1,506,484	656,208
1874	5,814	1,389,173	748,557
1875	4,242	1,038,050	477,809
1876	4,789	1,099,810	488,815
1877	5,129	1,175,398	493,841
1878	4,429	968,758	373,738
1879	3,960	865,664	284,043
1880	4,104	819,934	179,605
1881	3,332	686,506	194,173
1882	3,334	790,643	282,806
1883	3,267	1,005,156	432,611
1884	3,138	837,811	407,079
1885	2,738	784,928	384,509
1886	3,589	980,135	464,478
1887	2,785	777,918	340,501
1888	2,647	878,800	434,753
1889	2,975	1,085,273	563,584
1890	2,883	1,016,165	233,957
1891	2,594	975,013	553,800
1892	2,615	955,554	541,065
1893	2,843	1,294,823	631,667
1894	2,412	1,008,221	592,267
1895	2,222	869,595	469,779
1896	2,766	1,279,987	653,213
1897	2,725	1,274,292	564,694
1898	2,384	1,140,077	487,539
1899	2,202	789,770	360,529
1900	2,399	719,360	318,529
1901	1,547	620,209	274,019
1902	1,568	665,387	269,029
1903	1,787	1,002,919	370,225
1904	1,433	811,371	252,481
1905	1,595	1,092,050	305,096
1906	1,536	1,201,967	321,431
1907	1,982	1,614,132	396,743
1908	2,351	1,703,453	448,654
1909	2,433	2,025,951	445,419
1910	2,544	2,326,290	487,499
1911	2,480	2,537,629	485,355
1912	2,905	2,851,915	415,756
1913	3,229	3,570,714	525,333

The total quantity of freight passed through the several divisions of the Canadian canal system during the season of 1913 is as follows:

——	Farm Stock.	Forest Produce of Wood.	Manufactures.	Products of Mines.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie	198	62,958	733,910	36,648,593	5,253,665	42,699,324
Welland	361	337,927	548,373	990,086	1,684,967	3,570,714
St. Lawrence	8,269	660,226	460,161	1,627,996	1,545,775	4,302,427
Chambly	490	337,331	20,217	184,132	13,432	555,602
St. Peter's	2,492	6,301	8,078	38,708	15,935	71,514
Murray	13	55	75,803	104,137	568	180,576
Ottawa	3,657	186,710	15,901	156,839	2,331	365,438
Rideau	3,458	27,331	15,213	121,784	3,437	171,223
Trent	298	50,812	2,414	436	1,840	55,800
St. Andrews'	65	9,274	1,629	69,950	377	81,295

The total quantity of freight moved on the Welland canal was 3,570,714 tons, of which 1,684,967 tons were agricultural products.

On the St. Lawrence canals the total quantity of freight moved was 4,302,427 tons, of which 1,545,775 were agricultural products, and 460,161 tons were manufactures.

On the Ottawa canals the total quantity of freight moved was 365,438 tons; of this quantity 186,710 tons were the produce of the forest.

Comparative Statement of Commerce through the United States St. Mary's Falls Canals and the Canadian Sault Ste. Marie Canal, for the seasons of 1912 and 1913.

	Traffic for 1913.		Total Traffic for.		Increase.	Decrease
	United States Canal.	Canadian Canal.	Season of 1913.	Season of 1912.	Amount.	Amount.
Vessels.....number.	15,599	8,285	23,884	22,772	1,112	.....
Lockages..... "	10,601	6,266	16,867	16,088	779	.....
Tonnages registered net tons	32,062,619	25,974,441	58,037,060	56,779,377	1,257,683	.....
Tonnages freight... "	37,022,201	42,699,324	79,721,525	72,494,470	7,227,055	.....
Passengers.....number.	40,096	36,822	76,918	67,144	9,774	.....
Coal hard.....net tons	2,200,954	472,719	2,673,673	2,136,767	536,906	.....
Coal soft..... "	12,271,253	3,680,632	15,951,885	12,801,069	3,150,816	.....
Flour.....barrels.	7,962,622	2,240,840	10,203,462	8,652,431	1,551,031	.....
Wheat..... Bushels	72,619,194	131,827,467	204,446,661	173,934,451	30,512,210	.....
Grain, excluding wheat."	62,757,060	50,875,233	113,632,293	69,224,016	44,408,277	.....
Manft. and pig iron.net tons.	285,754	146,023	431,777	698,247	.....	266,470
Salt..... barrels.	650,858	84,518	735,376	648,616	86,750	.....
Copper.....net tons.	81,139	25,855	106,994	126,854	.....	19,860
Iron ore..... "	15,672,579	32,419,242	48,091,821	46,310,284	1,781,537	.....
Lumber, ft. B.M.....	574,805,000	25,261,000	600,066,000	677,007,500	.....	76,941,500
Silver ore.....net tons.	.....	.....	.....	.....	.....	.....
Building stone..... "	481	.....	481	2,282	.....	1,801
Unclassified freight "	1,095,237	653,249	1,748,486	1,629,524	118,962	.....

The United States canal was open to navigation during the season of—

1889	234 days.	1901	250 days.
1890	228 "	1902	256 "
1891	225 "	1903	249 "
1892	233 "	1904	223 "
1893	219 "	1905	245 "
1894	234 "	1906	249 "
1895	231 "	1907	233 "
1896	232 "	1908	231 "
1897	234 "	1909	236 "
1898	241 "	1910	224 "
1899	231 "	1911	237 "
1900	238 "	1912	237 "
		1913	245 "

The Canadian canal was open to navigation during the season of—

1895	87 days.	1904	241 days.
1896	218 "	1905	255 "
1897	238 "	1906	253 "
1898	243 "	1907	238 "
1899	239 "	1908	235 "
1900	238 "	1909	240 "
1901	246 "	1910	248 "
1902	264 "	1911	236 "
1903	256 "	1912	240 "
		1913	246 "

The average number of vessels passing per day through the two canals for the season of 1913 was ninety-seven.

A—TABLE showing the total tonnage of the undermentioned articles moved Up December

Year.	Vegetable Food.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*.....	45,674	313,825	120,599	20,951	.....	904	1,937
1872.....	26,651	239,998	254,902	6,035	7,752	64	2,745
1873.....	30,665	355,847	180,169	8,225	1,194	3	3,777
1874.....	24,019	413,212	181,151	18,871	5,954	513	8,677
1875.....	13,964	253,835	103,749	35,751	3,383	917	6,337
1876.....	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877.....	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878.....	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879.....	10,710	274,570	144,506	4,655	1,239	440	2,444
1880.....	12,679	242,020	163,738	17,772	477	1,016	1,480
1881.....	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882.....	12,261	215,056	54,799	20,126	611	3,226	403
1883.....	13,471	152,794	182,269	10,436	731	1,642	10,983
1884.....	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885.....	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886.....	19,474	154,169	219,442	1,595	4,911	564	14,657
1887.....	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888.....	16,983	160,963	194,886	5,906	26,629	811	13,608
1889.....	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890.....	14,461	118,002	327,394	10,830	27,728	1,549	26,876
1891.....	13,517	198,658	185,180	8,113	52,959	64,888	28,042
1892.....	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893.....	15,235	258,392	441,092	18,599	31,283	3,671	36,981
1894.....	33,628	270,993	169,233	28,353	27,962	567	60,673
1895.....	44,044	203,088	164,894	8,689	18,236	1,007	46,463
1896.....	42,425	320,563	320,444	11,368	28,178	9,405	56,591
1897.....	9,065	324,743	390,615	14,173	25,161	8,483	44,674
1898.....	5,578	207,647	437,861	12,286	17,502	16,127	23,182
1899.....	11,625	197,732	204,004	2,907	24,037	923	18,460
1900.....	10,968	137,800	163,509	4,035	41,055	3,538	14,815
1901.....	18,978	151,586	67,756	7,119	28,485	2,961	14,024
1902.....	22,282	225,171	67,647	7,418	11,232	4,079	12,963
1903.....	25,998	259,031	210,758	14,656	7,911	4,904	13,994
1904.....	35,049	165,138	116,444	27,171	16,582	.....	13,184
1905.....	38,512	254,458	180,921	55,432	36,072	1,711	9,883
1906.....	18,294	326,798	211,805	31,446	49,306	1,784	10,739
1907.....	22,739	488,565	271,693	13,240	73,369	2,270	22,683
1908.....	23,209	732,131	127,402	31,172	33,423	6,667	21,668
1909.....	38,763	590,196	140,902	23,151	75,135	33	30,221
1910.....	41,152	587,493	229,980	21,575	136,233	.....	18,149
1911.....	57,061	562,282	273,932	15,029	163,333	112	11,360
1912.....	45,807	795,989	121,333	25,241	185,546	714	14,626
1913.....	45,710	1,005,362	144,354	96,889	199,794	6,867	10,640

* Fiscal. † Apples, meals of all kinds, pease, potatoes.

and Down. through the Welland canal, during a period of forty-three years, ended 31, 1913.

Total.	Heavy Goods.						
	Railway Iron.	Other Iron.	Sugar and Salt.	Iron & Salt having paid full tolls on St. Lawrence canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	46,806	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	3,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	43,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096	.....	243,690
591,409	.....	3,072	159	977	203,608	.....	207,816
486,421	185	6,245	54	2,819	158,866	1,140	169,309
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
816,914	7,206	17,012	227	590	176,226	.....	201,261
720,183	1,444	11,722	799	734	162,336	13,433	190,468
459,688	567	6,361	1,282	1,318	97,732	26,125	133,385
375,720	.....	8,190	533	4,800	47,392	58,400	119,315
290,909	83	6,094	327	8,773	49,480	99,487	164,244
350,792	64	7,488	.....	15,201	64,014	22,480	109,247
537,252	488	5,407	2,554	45,846	147,884	18,323	220,502
373,568	11,381	9,957	1,093	4,164	113,525	39,683	179,803
576,989	2,651	10,912	226	4,221	172,642	22,381	213,033
650,172	3,747	8,493	100	16,204	147,587	5,862	181,993
894,559	961	4,923	246	18,761	267,212	25,040	317,143
975,672	.....	35,726	429	.....	316,921	18,004	371,080
898,401	.....	87,025	.....	.....	377,681	33,301	498,007
1,034,582	.....	57,581	.....	.....	577,491	34,311	669,383
1,083,109	.....	126,956	35,888	.....	619,682	37,480	820,006
1,189,256	.....	139,991	21,630	.....	709,696	82,376	953,693
1,509,616	.....	96,245	28,396	.....	945,790	78,776	1,149,207.

B.—TABLE showing the Total Way and Through Tonnage of the undermentioned Articles cleared downward on the Welland canal during a series of forty-three years, ended December 31, 1913.

VEGETABLE FOOD.

Years.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872	26,648	231,056	254,534	693	7,594	64	2,300	524,889
1893	30,660	345,720	180,042	643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	488,931
1878	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879	10,588	271,545	114,276	803	1,196	.....	2,387	430,795
1880	12,467	240,601	162,891	.....	477	.....	1,418	417,853
1881	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886	19,418	146,151	218,897	.....	4,891	.....	14,581	403,928
1887	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923
1894	33,628	270,514	169,233	28,353	27,962	.....	60,587	590,277
1895	43,895	202,636	164,894	8,689	18,236	.....	46,435	484,785
1896	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067
1898	5,578	206,313	437,849	12,286	17,491	16,127	23,170	718,814
1899	11,625	197,732	204,004	2,424	23,541	923	18,440	458,689
1900	19,968	137,800	163,509	3,449	40,256	3,538	14,802	374,322
1901	18,937	151,325	67,757	7,119	28,281	2,961	14,021	290,400
1902	22,282	223,499	67,647	7,418	11,223	4,079	12,912	349,060
1903	25,997	257,370	210,758	14,656	7,911	4,904	13,982	535,578
1904	35,046	164,515	116,444	27,171	16,582	.....	13,157	372,915
1905	38,512	247,599	180,921	55,432	36,072	1,711	9,882	570,129
1906	18,227	326,789	111,243	31,446	49,306	1,411	10,739	549,161
1907	22,689	488,565	271,693	13,240	73,369	2,270	22,683	894,509
1908	23,187	730,751	127,402	31,172	33,422	6,667	21,668	974,270
1909	38,763	590,074	140,902	23,151	75,135	33	30,206	898,264
1910	41,152	587,493	229,980	21,575	136,232	.....	18,149	1,034,582
1911	57,061	562,282	273,982	14,622	163,333	112	11,360	1,082,702
1912	45,807	795,989	121,333	25,241	185,546	714	14,626	1,189,256
1913	45,710	1,005,362	144,354	96,889	199,794	6,867	10,640	1,509,616

*Fiscal. †Apples, meal all kinds, potatoes

C.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-two years, ended December 31, 1913.

YEARS.	VEGETABLE FOOD.								HEAVY GOODS.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other Articles.	Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,085	91,149	2,942	.....	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,695	89,761	1,391	7,400	.....	608	234,337	24,040	13,239	49,843	95,741	59,401	224,264
1873	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176
1874	8,230	229,053	125,627	.....	5,948	.....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876	5,187	96,247	58,138	.....	1,905	525	403	162,405	.....	5,531	29,395	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1878	1,316	65,542	60,026	859	277	.....	341	128,361	.....	10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401	.....	464	.....	11	87,826	2,405	3,648	6,318	118,572	17,797	148,741
1880	.....	30,611	16,122	1,551	296	.....	.....	48,580	4,743	3,515	371	65,945	18,380	92,954
1881	.....	34,320	30,031	924	.....	.....	10	65,285	1,313	5,570	.....	83,858	6,464	97,205
1882	107	30,227	32,433	537	.....	684	14	64,002	.....	4,076	.....	158,552	14,533	177,161
1883	2,041	54,382	66,128	735	731	.....	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,707	.....	9,874	.....	8,170	114,422	698	599	.....	210,790	15,100	227,187
1885	124	53,235	63,229	732	882	.....	1	118,203	.....	1,594	.....	198,416	15,029	215,039
1886	7,591	53,258	94,048	.....	4,799	.....	13,201	172,888	156	5,328	1	189,964	11,364	206,813
1887	11,780	37,678	83,431	1,732	12,050	.....	10,859	157,530	15	4,406	.....	82,780	627	87,828
1888	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,309	177,288
1889	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,842	6,519	27,030	.....	20,497	275,619	.....	504	208	162,231	1,620	164,563
1891	6,802	32,097	127,494	8,113	52,823	.....	26,115	253,444	.....	292	705	186,572	1,773	189,342
1892	11,018	26,950	131,222	6,433	36,935	.....	31,992	244,550	.....	576	2	183,895	.....	184,473
1893	6,588	28,187	198,777	16,751	23,870	864	36,352	311,389	.....	344	.....	206,827	.....	207,171
1894	17,795	53,846	105,329	28,095	27,621	.....	60,462	198,358	.....	297	.....	188,521	.....	188,818
1895	10,169	27,881	100,512	7,901	17,020	.....	46,316	209,802	181	246	.....	149,490	.....	149,917
1896	16,224	34,878	175,094	11,128	16,137	490	46,456	300,407	.....	146	.....	207,348	.....	207,494
1897	7,237	28,919	169,057	14,173	14,969	.....	41,887	276,242	965	15	.....	165,143	.....	166,123
1898	4,212	11,263	150,667	6,909	12,732	1,197	22,671	209,656	770	339	4	156,814	.....	157,927
1899	6,118	12,926	81,777	2,424	19,526	923	18,198	141,892	351	1,646	553	88,931	.....	91,481
1900	07,966	18,771	60,545	2,402	39,706	2,149	14,248	145,787	.....	953	.....	46,024	.....	46,977
1901	7,165	23,557	55,531	7,119	26,344	.....	14,016	143,732	83	80	105	46,702	.....	46,970
1902	13,785	32,639	66,111	7,418	10,006	.....	12,675	142,634	.....	214	.....	12,911	.....	13,125

*Apples, meal of all kinds, peas, potatoes.

C.—Table showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-three years, ended December 31, 1913—*Concluded.*

Years.	Vegetable Food.								Heavy Goods.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other	Total. Articles.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Total
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1903	6,082	15,439	108,917	11,433	6,112	4,174	13,568	165,725	459	.....	.....	113,072	.....	113,535
1904	8,556	14,269	60,964	16,621	16,497	.....	13,079	129,986	.....	.....	.....	63,882	.....	63,882
1905	24,054	15,483	93,622	9,197	10,892	.....	9,682	162,930	.....	.....	1	73,464	.....	73,465
1906	15,215	13,410	135,410	9,266	11,323	.....	10,678	195,132	.....	169	.....	33,523	.....	33,692
1907	18,898	21,892	124,474	2,812	4,741	2	22,001	194,820	.....	30	.....	110,347	4,050	114,420
1908	17,694	24,651	99,830	7,418	2,070	2	21,393	172,788	.....	.....	.....	158,351	1,400	159,751
1909	15,452	17,940	100,967	4,224	.....	.....	22,683	161,266	.....	5	.....	131,131	1,531	132,667
1910	11,859	10,717	126,938	3,840	.....	.....	8,751	161,925	.....	.....	.....	201,893	.....	201,893
1911	2,852	4,950	116,705	.....	.....	.....	7,565	132,072	.....	1,863	26,303	223,942	4,483	256,491
1912	9,878	15,911	91,254	2,160	1,400	.....	12,714	133,317	.....	300	11,078	166,419	4,979	182,776
1913	11,967	20,258	114,662	.....	7,407	.....	8,685	162,979	.....	505	18,387	237,230	5,202	261,324

*Apples, meal all kinds, pease, potatoes.

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D.—STATEMENT showing the Quantity of Through freight passed Down the Welland canal in Canadian and United States Vessels entering the canal at Port Colborne, during the season of Navigation in 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912 and 1913.

Articles.	Canadian Vessels.				United States Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	196	90,791	122	73,958	191	201,339	52	22,097	561	388,185
1902.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	82,954		85,973		52,889		.....		221,816	
Corn	148		1,388		66,111		.....		67,647	
Barley	.....		.....		7,418		.....		7,418	
Oats	1,200		43		9,963		.....		11,206	
Pease	.....		.....		.....		.....		.....	
Rye	3,808		.....		271		.....		4,079	
Coal	3,977		25,732		13,497		8,332		51,538	
Miscellaneous merchandise	33,111		8,723		38,351		1,594		81,779	
Shingles, woodenware, &c	47		28		4		.....		79	
Sawed lumber.....Ft. B.M.	13,218,960		3,256 187		25,437,287		19,540,426		61,452,860	
Square timber.....Cub. ft.	370,718		557,689		.....		115,000		1,043,407	
Firewood.....Cords	56		40		.....		.....		96	
Staves.....No.	.....		14,000		.....		.....		14,000	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	329	151,850	76	45,918	243	252,094	69	27,854	627	477,716
1903.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	149,378		38,473		60,514		6,305		254,670	
Corn	21,356		4,682		174,588		10,132		210,758	
Barley	2,580		667		11,409		.....		14,656	
Oats	306		1,335		6,112		.....		7,753	
Pease	63		.....		22		.....		85	
Rye	.....		.....		4,904		.....		4,904	
Coal	389		12,991		8,133		8,496		30,009	
Miscellaneous merchandise	39,563		3,367		41,584		2,000		86,514	
Shingles, woodenware, &c	.....		54		.....		.....		54	
Sawed lumber.....Ft. B.M.	12,841,552		1,625,855		17,871,652		14,733,677		47,072,736	
Square lumber.....Cub. ft.	572,000		660,000		.....		84,200		1,316,200	
Firewood.....Cords	.....		210		9		.....		219	
Staves.....No.	.....		641,000		.....		.....		641,000	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	228	157,539	55	39,375	205	187,748	42	15,918	530	400,580
1904.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	116,794		33,302		14,269		.....		164,365	
Corn	12,768		7,814		95,862		.....		116,444	
Barley	2,619		824		23,728		.....		27,171	
Oats	.....		.....		16,261		.....		16,261	
Pease	.....		.....		3		.....		3	
Rye	1,925		7,187		17,133		7,668		33,913	
Coal	34,907		.....		1,925		.....		36,832	
Miscellaneous merchandise	29,567		.....		60,548		.....		90,115	
Shingles, woodenware, &c	.....		.....		.....		.....		.....	
Sawed lumber.....Ft. B.M.	15,077,382		854,811		32,754,541		9,572,655		58,259,389	
Square timber.....Cub. ft.	944,508		744,000		.....		149,000		1,837,508	
Firewood.....Cords	.....		.....		717		.....		717	
Staves.....No.	634,000		.....		.....		.....		634,000	

D.—STATEMENT showing the Quantity of Through Freight passed Down the Welland canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				AMERICAN VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	252	182,373	91	48,692	319	286,656	64	29,120	726	546,841
1905.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	188,706		18,575		28,757		2,512		238,550	
Corn	6,385		6,636		163,374		4,526		180,921	
Barley	6,870		1,451		47,111		.....		55,432	
Oats	8,225		2,570		21,535		3,742		36,072	
Pease	.....		.....		76		.....		76	
Rye	.....		.....		1,171		.....		1,711	
Coal	18,756		35,324		28,330		8,678		91,088	
Iron Ore	14,358		8,023		.....		.....		22,381	
Merchandise	29,375		7,485		74,975		3,126		114,961	
Shingles, woodenware, &c	.....		2,748,941		2,325		.....		2,325	
Sawed lumber.....Ft. B.M.	2,867,147		.....		38,290,831		12,479,689		54,589,200	
Square timber.....Cub. ft.	355,000		951,524		.....		.....		538,000	
Firewood .....Cords	.....		183,000		900		.....		900	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	328	238,690	121	66,355	305	310,622	43	15,758	797	631,425
1906.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	250,493		34,355		35,578		.....		320,436	
Corn	8,177		.....		202,250		1,378		49,306	
Barley	8,546		5,046		17,854		.....		31,446	
Oats	21,900		16,083		11,323		.....		49,306	
Pease	.....		.....		11		.....		11	
Rye	.....		5		1,406		.....		1,411	
Coal	30,455		47,242		24,190		9,356		111,243	
Iron Ore	5,862		.....		.....		.....		5,862	
Merchandise	35,383		7,009		110,263		50		152,705	
Shingles, woodenware, &c	16		37		851		.....		904	
Sawed lumber.....Ft. B.M.	3,471,514		235,624		25,711,196		10,789,755		40,188,089	
Square timber.....Cub.ft.	375,000		200,000		.....		.....		575,000	
Firewood.....Cords	110		18		1,093		.....		1,221	
Staves.....No.	.....		.....		300,000		.....		300,000	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	375	290,509	148	81,070	408	397,616	76	36,921	1007	806,116
1907.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	294,298		50,808		130,818		4,429		480,303	
Corn	6,713		514		259,895		4,571		271,693	
Barley	8,726		468		4,046		.....		13,240	
Oats	49,689		16,647		7,033		.....		73,369	
Pease	.....		.....		25		.....		25	
Rye	.....		.....		2,270		.....		2,270	
Coal	31,506		57,373		50,183		14,493		143,555	
Iron Ore	12,010		8,950		.....		.....		20,990	
Merchandise	21,545		9,436		5,231		6,235		42,447	
Shingles, woodenware, &c	.....		.....		2,222		.....		2,222	
Sawed lumber.....Ft. B.M.	.....		.....		14,395,124		11,201,446		25,596,570	
Square timber.....Cub. ft.	558,090		323,000		.....		.....		881,090	
Firewood..... Cords	.....		.....		660		.....		660	

D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				AMERICAN VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage
	567	432,623	149	64,034	428	319,030	36	19,866	1180	835,553
1908.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	505,151		39,001		183,011		3,498		730,751	
Corn	2,405		.....		124,997		.....		127,402	
Barley	19,775		1,133		10,264		.....		31,172	
Oats	30,091		643		2,689		.....		33,423	
Pease	.....		.....		40		.....		40	
Rye	742		.....		5,925		.....		6,667	
Coal	33,733		42,656		57,448		8,344		148,181	
Merchandise	26,815		14,783		14,410		13,686		69,694	
Firewood.....Cords	.....		70		1,173		.....		1,243	
Sawed lumber.....Ft. B.M.	.....		.....		17,572,070		6,578,545		24,150,615	
Square timber.....Cub.ft	221,300		313,000		.....		.....		534,300	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	555	486,406	136	71,034	323	324,576	26	17,317	1040	899,333
1909.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	415,208		34,903		133,172		.....		583,283	
Corn	6,694		.....		134,208		.....		140,902	
Barley	17,943		360		4,848		.....		23,151	
Oats	70,392		4,743		.....		.....		75,135	
Pease	.....		.....		63		.....		63	
Rye	33		.....		.....		.....		33	
Coal	160,475		53,681		21,097		630		235,883	
Merchandise	52,994		14,732		12,232		16,498		96,506	
Sawed lumber	.....		.....		31,643		10,214		41,857	
Square timber	3,450		7,840		125		1,475		12,890	
	No.	Tonnage	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	596	599,416	142	88,963	249	285,704	14	13,563	1001	987,646
1910.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	481,624		22,200		77,040		.....		580,864	
Corn	15,759		.....		214,221		.....		229,980	
Barley	17,159		576		3,840		.....		21,575	
Oats	135,743		.....		490		.....		136,233	
Pease	.....		.....		123		.....		123	
Rye	.....		.....		.....		.....		.....	
Coal	216,679		114,671		29,646		894		361,990	
Merchandise	39,149		15,231		21,818		20,466		96,664	
Sawed lumber	3,630		800		16,932		.....		21,362	
Square timber	1,930		5,000		800		.....		7,730	
Shingles	.....		.....		525		.....		525	
Unenumerated	74,434		1,772		24,031		.....		100,237	
Total	986,207		160,250		389,466		31,360		1,557,283	

D.—STATEMENT showing the Quantity of Through Freight passed Down the Welland canal in Canadian and United States Vessels, &c.—*Concluded.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	640	670,037	122	83,755	270	304,171	48	42,830	1080	1,100,793
1911.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		483,984		24,826		49,330				558,140
Corn		29,978		11,368		232,586				273,932
Barley		14,382		240						14,622
Oats		162,455		878						163,333
Pease										
Rye		112								112
Coal		230,809		79,311		40,109		22,489		372,718
Merchandise		45,838		19,325		45,881		34,449		145,493
Sawed lumber		300				25,361		9,020		34,781
Square timber		3,260		4,500		2,277				10,037
Shingles						60				60
Unenumerated		95,017				14,386				109,403
Total		1,066,135		140,448		409,990		65,958		1,682,513
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	774	790,044	152	95,202	450	427,226	52	33,102	1428	1,345,574
1912.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		603,854		78,794		111,284				793,932
Corn		536		2,181		118,616				121,333
Barley		22,022		353		2,866				25,241
Oats		170,446		3,269		11,831				185,546
Pease						150				150
Rye						714				714
Coal		331,536		44,212		154,653		3,800		534,201
Merchandise		48,659		17,602		47,836		32,340		146,437
Sawed lumber						22,689		15,361		38,050
Square timber		9,000		8,660		1,409				19,069
Shingles						250				250
Unenumerated		73,387		1,186		69,367				143,940
Total		1,259,440		156,257		541,665		51,501		2,008,863
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	1,043	1,081,973	148	104,194	375	386,284	28	18,908	1,594	1,590,459
1913.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		761,418		87,153		154,768				1,003,339
Corn		1,549				142,805				144,354
Barley		82,241		2,448		12,200				96,889
Oats		188,442		1,937		9,415				199,794
Pease										
Rye		3,136				3,731				6,867
Coal		498,269		59,145		107,946		1,735		667,095
Merchandise		59,375		18,701		28,825		21,008		127,909
Sawed lumber		1,500				19,200		3,736		24,436
Square timber		4,636		4,004		1,040				9,680
Shingles										
Unenumerated		183,957		9,059		76,613		3,550		273,179
Total		1,784,523		182,447		556,543		30,029		2,553,542

SESSIONAL PAPER No. 20a

WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

Welland Canal—West Bound Freight.

The total quantity of Through Freight passed Up the Welland canal in Canadian and United States Vessels during the Season of Navigation in 1913 is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels	537,755	
" sail vessels	6,486	
Total quantity in Canadian vessels		544,241
In United States steam vessels	384,110	
" sail vessels	2,758	
Total in United States vessels		386,868
Grand total freight passed Up the Welland canal in Canadian and United States vessels		931,109

Statement of the Quantity of Through Freight passing Up and Down the Welland canal during the Season of Navigation in 1913.

Summary.	Tons.	Tons.
In Canadian steam vessels up	537,755	
" " down	1,784,523	
Total in Canadian steam vessels		2,322,278
In Canadian sail vessels up	6,486	
" " down	182,447	
Total in Canadian sail vessels		188,933
Total quantity in Canadian vessels		2,511,211
In United States steam vessels up	384,110	
" " down	560,093	
Total in United States steam vessels		944,203
In United States sail vessels up	2,758	
" " down	26,479	
Total in United States sail vessels		29,237
Total quantity in United States vessels		973,440
Total in Canadian and United States vessels		3,484,651
	Down or east bound.	Up or west bound.
In Canadian vessels	1,966,970	544,241
In United States vessels	586,572	386,868
Total	2,553,542	931,109

F.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence canals, to Montreal, during the Seasons of Navigation 1901 to 1913.

Articles.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Cement and water lime	.....	.....	.....	35	.....	.....	.....	.....	5,652	484	.....	.....	270
Clay, lime and sand	.....	.....	.....	.....	22	.....	.....	.....	.....	.....	.....	.....	.....
Iron, railway	.....	50	.....	8,170	10	.....	.....	.....	.....	.....	.....	.....	.....
" pig	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,901	.....	93
" all other	1,178	5,785	2,542	1,651	384	269	124	553	12,689	7,154	34,540	28,996	5,402
Steel	.....	.....	.....	16	48	.....	.....	.....	.....	.....	.....	.....	.....
Stone, for cutting	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Apples	.....	.....	.....	1	.....	.....	9,936	.....	.....	.....	.....	.....	.....
Barley	.....	.....	2,206	9,697	43,607	21,196	105,984	24,318	19,143	20,000	14,853	20,572	60,854
Corn	14,319	1,719	123,864	55,021	84,204	55,559	.....	10,454	17,137	77,612	134,239	7,345	9,344
Flaxseed	4,065	.....	3,643	212	15,694	80,570	49,159	27,500	19,634	6,607	11,696	15,413	117,548
Flour	1,400	6,755	16,151	24,662	14,571	9,174	3,730	5,028	21,905	27,081	44,588	38,026	34,152
Meal, all kinds	35	.....	348	57	270	60	.....	156	.....	10,323	3,967	.....	.....
Oats	1,584	1,442	2,438	.....	21,404	37,164	66,941	28,081	65,624	129,900	147,180	164,581	72,733
Oil cake	1,083	.....	462	7,846	9,229	.....	.....	.....	.....	.....	.....	.....	.....
Pease	.....	.....	63	.....	.....	.....	.....	.....	30	.....	20	10	.....
Rye	2,561	4,079	4,260	.....	1,711	1,405	2,266	6,662	120	.....	.....	714	4,567
Salt	50	.....	132	615	168	75	143	419	.....	.....	.....	931	686
Seed, all kinds	.....	.....	.....	.....	.....	.....	20	.....	.....	.....	.....	.....	.....
Hay, pressed	246	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tobacco, raw	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wheat	132,702	200,975	226,746	133,528	190,505	289,611	450,446	686,626	550,775	562,149	541,174	768,633	763,851
All other agricultural products, vegetables	.....	.....	.....	.....	.....	.....	.....	.....	5,876	.....	.....	.....	.....
Hides, skins, horns and hoofs	.....	.....	.....	10	.....	2	.....	.....	.....	.....	.....	.....	.....
Horses	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lard and lard oil	1,155	.....	.....	.....	2,847	4,810	.....	.....	.....	.....	.....	.....	.....
Meats, all kinds	114	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41	.....
Pork	34	.....	.....	.....	.....	.....	.....	524	.....	.....	.....	.....	.....
Tallow	.....	.....	3	.....	53	.....	.....	.....	.....	.....	.....	.....	.....
All other agricultural products, animal	.....	.....	.....	1	.....	.....	.....	.....	366	.....	.....	.....	.....
Total, class 3	161,849	220,805	382,858	241,522	384,727	499,895	688,749	790,321	718,951	841,310	934,158	1,045,262	1,069,500

Class 4.													
Agricultural implement	1,785	13	58	17									
Ashes	3		2	16									
Bricks								1,548					
Crockery					93								
Furniture	5		3	6		6				2			36
Glass, all kinds	1		15	3	21	11	4						
Molasses		54	240		820								
Nails			19		64			3					
Oil	14,987	12,091	14,619	12,848	20,700	19,995	22,111	30,002	31,149	26,932	45,930	52,871	67,576
Paint	17		5										
Pitch and tar					53		101						
Rags			4										
Resin			20										
Soda ash	4				72	72	15						
Sugar	112				2,019				173	345	1,177	3,475	898
Tin				87	53								
Tobacco					204								
White lead													
Whisky, beer and other spirits	32		2	766	635	614	1,224	1,056	525	959	581	1,739	1,298
Merchandise not enumerated	2,420	419	582	713	851	466	2,294	2,126	10,418	9,224	11,254	13,601	4,270
Total, class 4	19,366	12,577	15,569	14,456	25,572	21,164	25,749	34,730	42,265	37,462	58,942	71,686	74,078
Class 5.													
Barrels, empty	66	15											
Hoops													
Sawed lumber	2,635	1,085			3,957	100					300		
Staves, pipe and barrel				394		2,400							
Staves, West India and pipe													
Timber, square, in vessels				1,544	1,260	1,500	4,180						
Timber, sq., in rafts									900	1,800	1,360	5,560	3,444
Woodenware		17											
Total, class 5	3,205	1,117		1,938	5,217	4,000	4,180		900	1,800	1,660	5,560	3,444
Special class.													
Coal					29,351	29,172	70,489	42,075	175,115	289,567	298,873	424,988	563,197
Iron ore		15,976		17,362	3,837				1,824			12,467	
Stones, all kinds								1,272					
Totals, special class		15,976		17,362	33,188	29,172	70,489	43,367	176,939	289,567	298,873	437,455	363,197
Grand total	184,420	250,475	398,427	275,278	448,704	554,231	789,167	869,398	939,055	1,170,139	1,293,623	1,559,963	1,710,219

G.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland canals to Lake Erie, during the Seasons of Navigation in 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1909, 1910, 1911, 1912 and 1913.

Articles.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1909.	1910.	1911.	1912.	1913.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.												
Bricks	196	22	80	115	132	.....	556	.....	.....	.....	.....	.....
Brimstone	5	20	23	12	.....	.....	.....	.....	.....	.....	.....	.....
Cement and water lime	2,916	178	3,924	39	181	88	13	400	17,565	8,625	40,074	36,890
Clay, lime and sand	2	1	181	.....	.....	.....	100	.....	.....	.....	.....	.....
Cotton, raw	.....	.....	23	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fish	8	.....	8	4	.....	.....	39	.....	.....	.....	.....	.....
Gypsum	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron, railway	748	11,735	39,641	283	126	7,289	4,119	.....	.....	.....	.....	.....
" pig	.....	558	273	.....	312	680	7,655	7,231	2,060	2,300	2,598	675
" all other	4,950	2,904	5,845	3,782	3,633	8,235	6,987	.....	540	.....	.....	.....
Salt	75	4	87	99	150	17	.....	.....	.....	.....	.....	.....
Steel	3	11	332	58	192	111	2,561	35,153	.....	22,352	66,544	49,692
Stone for cutting	.....	.....	.....	41	.....	.....	.....	.....	.....	.....	.....	.....
Flour	16	.....	.....	.....	18	.....	.....	.....	.....	.....	.....	.....
Hay	.....	.....	.....	.....	.....	.....	30	255	.....	.....	.....	.....
Meals	.....	.....	17	25	.....	.....	.....	.....	1,113	.....	.....	.....
Oats	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Potatoes	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seeds, all kinds	302	58	325	164	35	17	.....	.....	.....	.....	.....	.....
Tobacco, raw	.....	1	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Agricultural products, not enumerated, vegetable	1	1	.....	.....	127	.....	.....	.....	.....	.....	.....	.....
Hides and skins	.....	16	6	.....	.....	.....	.....	.....	.....	.....	.....	.....
Horses	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lard and lard oil	.....	11	.....	.....	28	20	1	.....	.....	.....	.....	.....
Meats, other than pork	.....	.....	1	25	.....	.....	15	.....	.....	.....	.....	.....
Pork	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wool	.....	.....	.....	.....	.....	.....	.....	.....	.....	150	150	25
All other articles not enumerated	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, class 3	9,222	15,520	50,768	4,647	4,934	16,457	22,076	43,039	21,278	34,427	109,366	87,282

Class 4.												
Agricultural implements						5						
Ashes, pot and pearl			2									
Crockery and earthenware			32	291	155	294	456					
Dye woods, &c				2			2					
Furniture			1	5	2	1	35		90			
Glass, all kinds	612	1,384	1,207	1,671	1,641	2,519	3,634					
Manilla				24	93	37	15					
Marble						35						
Molasses	1		6		1		50					
Nails	675	1,292	2,878	1,009	3,061	4,011	3,331					
Oil, in barrels	83	14	16	1,418	120	148	155	1	80	667	15	100
Paint	69	97	158	202	367	412	295					
Pitch and tar	27	27	58	198	5	239						
Rags		1	29		15		50					
Resin			1				25					
Soda ash	169	201	264	387	28	310	37					
Stone, wrought					1		5					
Sugar	810	1,514	204	52	1,168	1,153	6,046	40	3,024		1,275	510
Tin	338	506	209	362	928	1,365	1,173					
Turpentine	1	2	1				1					
White lead	11	37	80	82	80	304	283					
Whiting	49	61	22	33	158	93	18					
Whisky, beer, &c	131	182	452	432	384	483	1,040	220	1,187	163	867	1,492
Merchandise not enumerated	1,516	1,049	3,674	6,200	15,360	11,707	16,498	21,359	15,129	12,090	12,352	17,878
Total, classs 4	4,492	6,169	9,294	13,379	23,566	23,116	33,049	21,620	19,510	12,920	14,509	19,980
Class 5												
Barrels, empty						54,906						
Firewood in vessels		3,600	40,026	40,425	43,982	2,307	2,337					
Pulpwood							101,989	122,867	121,572	182,682	113,104	225,928
Lumber, sawn, in vessels								3,984		3,306		402
Railway ties in vessels			611									
Woodenware						5						
Total, class 5		3,600	40,637	40,425	43,982	57,218	104,326	126,851	121,572	185,988	113,104	226,330
Special Class.												
Coal				10,200								
Iron ore				2,861								
Total, special class				13,961								
Grand Total	13,714	25,289	100,699	71,512	72,482	96,791	159,451	191,510	172,360	233,335	236,729	333,592

H.—STATEMENT showing the Quantity of Freight passed Eastward and Westward through the Welland canal, from United States Ports to United States Ports, during the Seasons of Navigation from 1901 to 1913, inclusive.

Articles.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Class 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bricks													
Cement and water lime										2,000			11,060
Fish							20				91		
Iron, railway													
" all other		30			1	27	30				1,863	300	505
Salt	105												238
Steel						2	509	9,086					
Stone for cutting													
Apples													
Barley	7,119	7,418	11,433	16,621	9,197	9,266	2,812	7,148	4,224	3,840		2,160	
Corn	55,531	66,111	108,917	60,964	93,622	135,240	124,474	99,830	100,967	126,938	116,705	91,254	114,662
Flour	17,168	13,785	6,082	8,556	24,054	15,215	18,898	17,694		11,859	2,852	9,878	11,967
Hay, pressed					200								
Meal, all kinds	14,016	12,675	13,546	13,076	9,606	10,668	21,976	21,353		8,621	7,565	12,569	8,685
Marble					87								
Nails					1								
Oil cake	1,302	110	740	16,497	228		114						
Oats	26,344	10,006	6,112	3	10,892	11,323	4,741	2,070				1,400	7,407
Pease			22		76	11	25	40	63	123		150	
Potatoes													
Rye			4,174				2	2					
Flax seed			1,594			756			15,452				
Seeds, all kinds		10	27		43	3	17						
Tobacco	23												
Wheat	23,557	32,639	15,436	14,269	15,483	13,410	21,802	24,651	17,940	10,717	4,950	15,911	20,258
Agricultural products, vegetable	10		1			1	7		22,620		19	37	
Hides and skins, &c								21	315	233			
Horses			2										
Lard and lard oil, &c	1,680	2,413				22	86						
Meats, other than pork													m
Pork	970	632	152	379	273	268	429						
Sheep								190					
Tallow	119												
Wool	3	752	482	134	21	89	30		157	233	9		
Total, class 3	147,947	146,581	168,720	130,301	163,301	196,301	196,061	182,085	161,738	164,564	134,054	133,659	184,782

Class 4.													
Agricultural implements	.....	399	.....	396	552	494	.....	2	254	.....	.....	.....	.....
Crockery and earthenware	.....	.....	.....	.....	.....	.....	5	.....	.....	.....	.....	.....	.....
Furniture	3	17	.....	.....	.....	1	.....	.....	.....	.....	2	.....	.....
Marble	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Molasses	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nails	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....
Oil, in barrel	22	1,594	2,000	1	.....	.....	8	15	.....	8	45	2	1,119
Paint	.....	.....	.....	17	42	1	1	1	.....	.....	.....	.....	.....
Rags	.....	.....	4	.....	4	.....	.....	.....	.....	.....	.....	.....	.....
Soda ash	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stone, wrought	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sugar	448	280	.....	53	53	840	26,075	.....	1,196	.....	26,303	11,078	18,419
White lead	.....	.....	.....	.....	7	.....	4	.....	.....	.....	.....	.....	.....
Whiting	.....	.....	.....	.....	.....	.....	21	.....	.....	.....	.....	.....	.....
Whisky, beer and all other spirits	1	.....	3	.....	.....	.....	30	.....	.....	122	230	137	109
Merchandise	3,327	1,928	2,010	1,554	2,003	2,324	41,621	1,839	5,866	67,860	64,059	67,481	70,255
Total, class 4	3,805	4,218	4,017	2,021	2,666	3,660	67,768	1,857	7,316	67,890	90,639	78,698	89,632
Class 5.													
Empty barrels	282	.....	.....	.....	3	2	1	.....	.....	.....	.....	.....	.....
Firewood, in vessels	.....	4	.....	717	2,700	3,609	1,980	3,509	.....	1,531	2,046	2,394	.....
Lumber, sawn, in vessels	38,085	72,806	48,337	30,194	15,726	27,701	14,314	21,571	24,327	11,738	30,191	26,614	14,937
Masts and spars, in vessels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hop poles	.....	.....	.....	154	.....	.....	.....	.....	.....	.....	.....	.....	.....
Railway ties, in vessels	.....	.....	.....	652	2,248	.....	2,151	478	.....	.....	.....	.....	.....
Shingles	.....	.....	.....	.....	62	53	70	.....	.....	.....	.....	.....	.....
Split posts	.....	.....	.....	.....	12	.....	.....	.....	.....	25	.....	.....	.....
Staves, salt barrels	.....	.....	.....	.....	.....	1,500	.....	.....	.....	.....	.....	.....	.....
Timber, square, in vessels	.....	.....	.....	.....	.....	.....	.....	.....	125	.....	.....	723	.....
Woodenware, &c	.....	.....	.....	.....	.....	.....	.....	.....	2,932	1,583	.....	2,270	3,550
Total, class 5	38,367	72,810	48,337	31,717	20,751	32,865	18,516	25,558	27,384	14,877	32,237	32,001	18,487
Special class.													
Coal	357	501	.....	1,100	3,346	4,400	110,347	.....	400	201,893	223,942	166,419	237,230
Stone, not suitable for cutting	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kryolite	.....	.....	.....	.....	.....	.....	2,734	.....	.....	.....	.....	.....	.....
Iron ore	.....	.....	.....	.....	.....	.....	1,316	.....	.....	1,552	4,483	4,979	5,202
Total, special class	357	501	.....	1,100	3,346	4,400	114,397	.....	400	203,445	228,425	171,398	242,432
Grand total	190,476	224,110	221,074	165,337	190,547	237,226	396,743	209,518	193,838	450,776	485,355	415,756	525,333

L.—STATEMENT of the quantity of Grain Transhipped to the following Ports for the season of 1913.

Ports.	Wheat.	Oats.	Barley.	Corn.	Other grain.	Total.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Tons.
Kingston.....	5,943,567	1,942,590	1,633,418	78,465	77,858	9,675,898	255,010
Prescott.....	232,367	167,589	51,417	58,715	.....	510,088	12,698
Ogdensburg....	.....	.....	.....	75,000	.....	75,000	2,100
Total bushels .	6,175,934	2,110,179	1,684,835	212,180	77,858	10,260,986	.....
Total tons...	185,278	35,873	40,536	5,941	2,180	.....	269,808

M.—The quantity of Coal passed through the Welland canal during a series of years from 1885 to 1913 inclusive, as follows:—

Years.	From Canadian Ports to Canadian Ports.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports		Total.
	Up.	Down.	Up.	Down.	Up.	Down.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885	.....	.....	193,442	4,974	10,321	31,350	240,087
1886	.....	.....	184,564	5,400	22,187	49,724	261,875
1887	.....	.....	81,617	1,163	26,775	25,968	135,523
1888	.....	.....	172,381	878	17,365	27,183	217,807
1889	.....	.....	226,352	1,124	12,036	25,931	265,443
1890	80	.....	116,616	615	17,280	22,781	202,372
1891	.....	.....	185,190	1,382	17,374	20,698	224,644
1892	.....	.....	183,244	651	12,391	15,330	211,616
1893	.....	.....	204,704	2,123	8,325	17,944	233,096
1894	.....	.....	187,794	727	1,269	13,947	203,737
1895	4	.....	148,887	603	1,565	7,807	158,866
1896	20	210	206,093	1,255	4,127	11,740	223,443
1897	.....	4	165,143	.....	1,277	9,799	176,225
1898	.....	.....	156,055	759	986	4,536	162,336
1899	.....	.....	86,638	2,293	525	8,276	97,732
1900	8	.....	45,032	992	.....	1,360	47,392
1901	.....	.....	46,345	357	456	2,322	49,480
1902	.....	.....	12,410	501	65	51,037	64,013
1903	3	.....	113,076	.....	4,796	30,009	147,884
1904	2,919	.....	62,782	1,100	3,711	32,813	103,325
1905	.....	.....	70,118	3,346	11,436	37,742	172,642
1906	60	.....	29,123	4,400	7,161	106,843	147,587
1907	2,857	.....	110,347	.....	10,453	143,555	267,212
1908	4,401	.....	158,351	.....	5,988	148,181	316,921
1909	.....	.....	130,731	400	11,067	235,483	377,681
1910	2,045	.....	197,482	4,411	15,974	357,579	577,491
1911	731	.....	221,752	2,160	24,451	370,558	619,682
1912	.....	.....	163,461	2,958	12,034	531,243	709,696
1913	.....	.....	235,730	1,500	42,965	665,595	945,790

N.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence canals during the season of 1885 to 1913, inclusive.

Years.	Quantity passed up.	Quantity passed down to Montreal.	Total Quantity passed up and down.
	Tons.	Tons.	Tons.
1885	5,035	122,829	127,864
1886	3,301	118,802	122,103
1887	7,579	121,618	129,197
1888	8,341	123,050	131,391
1889	5,360	124,290	129,650
1890	6,538	135,168	141,706
1891	7,951	141,701	149,652
1892	7,543	157,134	164,677
1893	2,285	147,139	149,424
1894	16,213	169,552	185,765
1895	.....	165,151	165,151
1896	689	161,551	162,240
1897	40	164,963	165,003
1898	400	175,609	176,009
1899	448	201,546	201,994
1900	10	280,169	280,179
1901	2,765	298,245	301,010
1902	9,231	95,702	104,933
1903	30	290,548	290,578
1904	9,670	320,973	330,643
1905	8,518	345,589	354,107
1906	6,989	313,080	320,069
1907	1,281	406,978	408,259
1908	23,939	448,140	472,079
1909	13,543	469,695	483,238
1910	7,351	746,926	754,277
1911	6,230	756,474	762,704
1912	9,300	903,237	912,537
1913	3,500	1,225,288	1,228,788

O.—STATEMENT showing the quantity of Through Freight passed down the Welland canal, &c.

RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1902.	Tons.	Tons.	Tons.
Barley	.....	.....	7,418
Corn	1,719	10,335	55,583
Oats	1,412	.....	9,764
Pease	.....	.....	.....
Rye	4,079	.....	.....
Wheat	200,075	12,452	8,389
Total, grain	‡208,215	22,787	81,165
Other articles	42,260	32,946	179,914
Total	250,475	55,733	261,078
1903.			
Barley	2,206	1,017	11,433
Corn	116,223	13,846	80,689
Oats	2,438	.....	5,315
Pease	63	.....	22
Rye	4,200	.....	644
Wheat	226,746	14,199	13,725
Total, grain	†351,936	29,062	111,828
Other articles	38,850	82,298	101,621
Total	390,786	111,360	213,449
1904.			
Barley	9,697	853	16,621
Corn	55,021	3,950	57,473
Oats	.....	.....	16,497
Pease	.....	.....	.....
Rye	.....	.....	3
Wheat	*133,528	18,908	11,929
Total, grain	198,246	23,711	102,523
Other articles	77,031	80,092	138,475
Total	375,277	103,803	240,998
1905.			
Barley	43,607	2,628	9,197
Corn	84,204	3,095	93,622
Oats	21,404	3,776	10,892
Pease	.....	.....	76
Rye	1,711	.....	.....
Wheat	190,505	32,562	15,483
Total, grain	**341,431	42,061	129,270
Other articles	107,273	123,225	104,747
Total	448,704	165,286	234,017

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal, &c.—*Continued.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1906.	Tons.	Tons.	Tons.
Barley	21,196	984	9,266
Corn	55,559	15,688	140,558
Oats	37,164	819	11,323
Pease	.....	11	.....
Rye	1,405	6	.....
Wheat	***289,611	15,843	14,972
Total grain	404,935	33,351	176,119
Other articles	118,224	176,277	59,884
Total	523,159	209,628	236,003
1907.			
Barley	9,936	492	2,812
Corn	106,299	31,901	133,493
Oats	67,063	1,565	4,741
Pease	.....	.....	25
Rye	2,266	2	2
Wheat	450,009	8,072	22,222
Total grain	635,573	42,032	163,295
Other articles	153,594	126,423	93,127
Total	789,167	168,455	256,422
1908.			
Barley	24,318	3,546	3,308
Corn	10,454	11,489	105,459
Oats	28,081	3,272	2,070
Pease	.....	.....	40
Rye	6,662	3	2
Wheat	†686,626	19,832	24,293
Total grain	756,141	38,142	135,172
Other articles	108,785	162,378	91,875
Total	864,926	200,520	227,047
1909.			
Barley	19,143	.....	4,008
Corn	17,137	22,798	100,967
Oats	65,624	2,872	6,639
Pease	30	.....	33
Rye	33	.....	.....
Wheat	550,775	14,568	17,940
Total grain	652,742	40,238	129,587
Other articles	272,263	113,970	126,223
Total	925,005	154,208	255,810

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal, &c.—*Concluded.*

RECAPITULATION—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1910.	Tons.	Tons.	Tons.
Barley	20,000	.....	1,575
Corn	77,612	49,326	103,042
Oats	129,900	6,333	.....
Pease	.....	.....	123
Rye	.....	.....	.....
Wheat	562,149	7,998	10,717
Total grain	789,661	63,657	115 457
Other articles	380,500	152,325	55,683
Total	1,170,161	215,982	171,140
1911.			
Barley	14,331	291	.....
Corn	134,239	22,988	116,705
Oats	147,180	16,153	.....
Pease	.....	.....	.....
Rye	.....	112	.....
Wheat	541,174	12,016	4,950
Total grain	836,924	51,560	121,655
Other articles	500,881	115,721	55,790
Total	1,337,805	167,281	177,445
1912.			
Barley	20,572	218	4,451
Corn	7,345	1,372	112,616
Oats	164,581	20,965	.....
Pease	10	12	128
Rye	714	.....	.....
Wheat	768,633	25,299	.....
Total grain	961,855	47,866	117,195
Other articles	598,108	214,395	69,444
Total	1,559,963	262,261	186,639
1913.			
Barley	91,856	5,033	.....
Corn	9,344	20,348	114,662
Oats	173,827	18,560	7,407
Pease	.....	.....	.....
Rye	4,567	2,300	.....
Wheat	985,774	17,565	.....
Total, grain	1,265,368	63,806	122,069
Other articles	916,254	135,742	50,303
Total	2,181,622	199,548	172,372

TABLE 1.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation 1912 and 1913.

	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States. Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
1912.													
Sault Ste. Marie	770,976	2,162,521	16,883	857,777	1,807,181	32,253,916	1,326,457	473,944	3,921,497	35,748,158	38,669,655	4,090,362	35,579,293
Welland	440,946	975,826	137,305	3,699	235,437	180,319	12,034	866,349	825,722	2,026,193	2,851,915	1,553,116	1,298,799
St. Lawrence	678,046	1,371,077	280,438	48,306	201	500	196	1,098,424	958,881	2,518,307	3,477,188	2,340,143	1,137,045
Chambly	5,939	9,378	432,324					170,774	438,263	180,152	618,415	447,702	170,713
St. Peter's	33,575	40,934						300	33,575	41,234	74,809	74,509	300
Murray	162,155	5,429	300				866	1,331	163,321	6,760	170,081	167,520	2,561
Ottawa	53,092	283,637		51,886			3,735		56,827	335,523	392,350	383,515	8,835
Rideau	78,570	68,986		170				12,407	78,570	81,563	160,133	146,963	13,170
Trent	29,101	48,049							29,101	48,049	77,150	77,150	
St. Andrews	88,044	7,505							88,044	7,505	95,549	95,549	
Grand total	2,340,444	4,973,342	867,250	961,838	2,042,819	32,434,735	1,343,288	2,623,529	6,593,801	40,993,444	47,587,245	9,376,529	38,210,716
1913.													
Sault Ste. Marie	634,118	2,752,099	27,372	1,403,129	2,373,665	33,425,887	1,859,116	223,938	4,894,271	37,805,053	42,699,324	4,954,734	37,744,590
Welland	395,667	1,335,059	245,735	3,215	320,736	204,597	42,965	1,022,740	1,005,103	2,565,611	3,570,714	2,093,406	1,477,308
St. Lawrence	749,035	1,750,553	354,532	34,303	126		432	1,413,446	1,104,125	3,198,302	4,302,427	2,837,019	1,465,408
Chambly	8,354	10,096	339,113					198,039	347,467	208,135	555,602	358,801	196,801
St. Peters	29,486	42,028							29,486	42,028	71,514	71,514	
Murray	168,614	4,670					1,692	5,600	170,306	10,270	180,576	162,095	18,481
Ottawa	51,428	273,652		37,016			2,742		54,170	311,268	365,438	358,465	6,973
Rideau	80,147	77,464	960					12,652	81,107	90,116	171,223	157,746	13,477
Trent	17,541	38,259							17,541	38,259	55,800	55,800	
St. Andrew's	78,538	2,757							78,538	2,757	81,295	81,295	
Grant total	2,212,928	6,286,637	967,712	1,478,263	2,694,527	33,630,484	1,906,947	2,876,415	7,782,114	44,271,799	52,053,913	11,130,875	40,923,038

TABLE 2.—STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1913.

VESSELS.	TOTAL NUMBER OF TRIPS.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES. PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
CANADIAN VESSELS.												
Steam and Sail.												
Sault Ste. Marie	3,279	1,582,432	1,584,759	93,623	64,171	973	4,641	329,263	133,572	2,006,291	1,787,143	3,793,434
Welland	2,411	786,785	798,430	373,524	830	2,558	.....	17,660	396,991	1,180,527	1,196,251	2,376,778
St. Lawrence	9,845	1,754,359	1,686,746	389,290	168	.....	590	.....	409,246	2,143,649	2,096,750	4,240,399
Chambly	472	27,988	28,074	4,292	.....	.....	.....	.....	1,786	32,280	29,860	62,140
St. Peters	1,324	50,581	44,309	.....	.....	.....	.....	.....	.....	50,581	44,309	94,890
Murray	1,224	220,172	127,266	31,535	38	.....	.....	1,252	15,231	252,959	142,535	395,494
Ottawa	2,647	238,891	256,738	.....	1,718	.....	.....	302	.....	239,193	258,456	497,649
Rideau	2,798	93,223	95,110	5,985	106	.....	.....	.....	6,474	99,208	101,690	200,898
Trent Valley	3,666	110,224	106,857	.....	.....	.....	.....	.....	.....	110,224	106,857	217,081
St. Andrews	988	99,980	99,298	.....	.....	.....	.....	.....	.....	99,980	99,298	199,278
Total Canadian	28,654	4,964,635	4,827,587	898,249	67,031	3,531	5,231	348,477	963,300	6,214,892	5,863,149	12,078,041
UNITED STATES VESSELS.												
Sault Ste. Marie	5,006	12,041	8,349	39,054	681,549	5,345,574	15,371,416	689,357	33,667	6,086,026	16,094,981	22,181,007
Welland	818	4,000	911	77,804	1,545	289,480	195,782	9,269	208,961	380,553	407,199	787,752
St. Lawrence	1,811	32,096	15,786	421,813	13,886	22,728	268	441	454,353	477,078	484,293	961,371
Chambly	2,725	111	2,820	133,852	.....	.....	.....	.....	136,888	133,963	139,708	273,671
St. Peters	13	88	383	.....	267	.....	.....	310	.....	398	650	1,048
Murray	53	293	53	859	242	202	33	301	150	1,655	478	2,133
Ottawa	291	11,628	442	.....	14,114	.....	.....	3,534	.....	15,162	14,556	29,718
Rideau	22	1,044	1,044	.....	.....	.....	.....	.....	.....	1,044	1,044	2,088
Trent Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Andrews	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total United States	10,739	61,301	29,788	673,382	711,603	5,657,984	15,567,499	703,212	834,019	7,095,879	17,142,909	24,238,788
Grand total Canadian and United States	39,393	5,025,936	4,857,375	1,571,631	778,634	5,661,515	15,572,730	1,051,689	1,797,319	13,310,771	23,006,058	36,316,829

TABLE 3.—STATEMENT showing the Number, Tonnage and Nationality of Vessels

VEASELS.	Total Numb'r	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.	
		Up.	Down.	Up.	Down.
SAULT STE. MARIE CANAL.					
Canadian vessels, steam	3,003	1,553,789	1,556,456	93,623	64,171
" " sail	276	28,643	28,303	.....	.....
Total Canadian	3,279	1,582,432	1,584,759	93,623	64,171
United States vessels, steam	4,996	11,891	8,286	39,054	681,549
" " sail	10	150	63	.....	.....
Total United States	5,006	12,041	8,349	39,054	681,549
Grand total, Sault Ste. Marie canal	8,285	1,594,473	1,593,108	132,677	745,720
WELLAND CANAL.					
Canadian vessels, steam	2,111	723,613	735,097	330,557	830
" sail	300	63,172	63,333	42,967	.....
Total Canadian	2,411	786,785	798,430	373,524	830
United States vessels, steam	756	4,000	425	73,181	1,075
" " sail	62	.....	486	4,623	470
Total United States	818	4,000	911	77,804	1,545
Grand total, Welland canal	3,229	790,785	799,341	451,328	2,375
ST. LAWRENCE CANALS.					
Canadian vessels, steam	4,997	1,065,517	1,026,880	374,659	168
" " sail	4,848	688,842	659,866	14,631	.....
Total Canadian	9,845	1,754,359	1,686,746	389,290	168
United States vessels, steam	1,208	8,713	5,993	397,206	39
" " sail	603	23,383	9,793	24,607	13,847
Total United States	1,811	32,096	15,796	421,813	13,886
Grand total, St. Lawrence canals	11,656	1,786,455	1,702,542	811,103	14,054
CHAMBLY CANAL.					
Canadian vessels, steam	290	22,806	23,228	.....	.....
" " sail	182	5,182	4,846	4,292	.....
Total Canadian	472	27,988	28,074	4,292	.....
United States vessels, steam	.....	.....	.....	.....	.....
" " sail	2,725	111	2,280	133,852	.....
Total United States	2,725	111	2,820	133,852	.....
Grand total, Chambly canal	3,197	28,099	30,894	138,144	.....

passed through the several canals, during the Season of Navigation in 1913.

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
Up.	Down.	Up.	Down.	Up.	Down.	
973	4,641	329,163	133,572	1,977,548	1,758,840	3,736,388
.....	.....	100	.....	28,743	28,303	57,046
973	4,641	329,263	133,572	2,006,291	1,787,143	3,793,434
5,344,768	15,370,402	685,744	33,667	6,081,457	16,093,904	22,175,361
806	1,014	3,613	.....	4,569	1,077	5,646
5,345,574	15,371,416	689,357	33,667	6,086,026	16,094,981	22,181,007
5,346,547	15,376,057	1,018,620	167,239	8,092,317	17,882,124	25,974,441
2,367	.....	17,660	356,004	1,074,197	1,091,931	2,166,128
191	.....	.....	40,987	106,330	104,320	210,650
2,558	.....	17,660	396,991	1,180,527	1,196,251	2,376,778
283,204	192,225	8,429	193,336	368,814	387,061	755,875
6,276	3,557	840	15,625	11,739	20,138	31,877
289,480	195,782	9,269	208,961	380,553	407,199	787,752
292,038	195,782	26,929	605,952	1,561,080	1,603,450	3,164,530
.....	590	.....	381,518	1,440,176	1,409,156	2,849,332
.....	.....	.....	27,728	703,473	687,594	1,391,067
.....	590	.....	409,246	2,143,649	2,096,750	4,240,399
22,728	18	.....	420,307	428,647	426,357	855,004
.....	250	441	34,046	48,431	57,936	106,367
22,728	268	441	454,353	477,078	484,293	961,371
22,728	858	441	863,599	2,620,727	2,581,043	5,201,770
.....	.....	.....	.....	22,806	23,228	46,034
.....	.....	.....	1,786	9,474	6,632	16,106
.....	.....	.....	1,786	32,280	29,860	62,140
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	136,888	133,963	139,708	273,671
.....	.....	.....	136,888	133,963	139,708	273,671
.....	.....	.....	138,674	166,243	169,568	335,811

TABLE 3.—STATEMENT showing the Number, Tonnage and Nationality of Vessels

VESSELS.	Total Numb'r	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.	
		Up.	Down.	Up.	Down.
ST. PETER'S CANAL.					
Canadian vessels, steam	382	24,761	16,481	.....	.....
" " sail	942	25,820	27,828	.....	.....
Total Canadian	1,324	50,581	44,309	.....	.....
United States vessels, steam	6	88	157	.....	88
" " sail	7	.....	226	.....	179
Total United States	13	88	383	.....	267
Grand total, St. Peter's canal	1,337	50,669	44,692	.....	267
MURRAY CANAL.					
Canadian vessels, steam	887	173,463	85,034	24,535	38
" " sail	337	46,709	42,232	7,000	.....
Total Canadian	1,224	220,172	127,266	31,535	38
United States vessels, steam	51	293	53	451	242
" " sail	2	.....	.....	408	.....
Total United States	53	293	53	859	242
Grand total, Murray canal	1,277	220,465	127,319	32,394	280
OTTAWA CANALS.					
Canadian vessels, steam	1,007	102,339	109,138	.....	1,121
" " sail	1,640	136,552	147,600	.....	597
Total Canadian	2,647	238,891	256,738	.....	1,718
United States vessels, steam	.....	.....	.....	.....	.....
" " sail	291	11,628	442	.....	14,114
Total United States	291	11,628	442	.....	14,114
Grand total, Ottawa Canals	2,938	250,519	257,180	.....	15,832
RIDEAU CANAL.					
Canadian vessels, steam	2,185	56,702	59,320	5,985	106
" " sail	613	36,521	35,790	.....	.....
Total Canadian	2,798	93,223	95,110	5,985	106
United States vessels, steam	.....	.....	.....	.....	.....
" " sail	22	1,044	1,044	.....	.....
Total United States	22	1,044	1,044	.....	.....
Grand total, Rideau canal	2,820	94,267	96,154	5,985	106

passed through the several canals, during the Season of Navigation in 1913—*Con.*

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
Up.	Down.	Up.	Down.	Up.	Down.	
.....	.....	.....	.....	24,761	16,481	41,242
.....	.....	.....	.....	25,820	27,828	53,648
.....	.....	.....	.....	50,581	44,309	94,890
.....	.....	157	.....	245	245	490
.....	.....	153	.....	153	405	558
.....	.....	310	.....	398	650	1,048
.....	.....	310	.....	50,979	44,959	95,938
.....	.....	962	13,951	198,960	99,023	297,983
.....	.....	290	1,280	53,999	43,512	97,511
.....	.....	1,252	15,231	252,959	142,535	395,494
202	33	301	150	1,247	478	1,725
.....	.....	.....	.....	408	.....	408
202	33	301	150	1,655	478	2,133
202	33	1,553	15,381	254,614	143,013	397,627
.....	.....	.....	.....	102,339	110,259	212,598
.....	.....	302	.....	136,854	148,197	285,051
.....	.....	302	.....	239,193	258,456	497,649
.....	.....	.....	.....	.....	.....	.....
.....	.....	3,534	.....	15,162	14,556	29,718
.....	.....	3,534	.....	15,162	14,556	29,718
.....	.....	3,836	.....	254,355	273,012	527,367
.....	.....	.....	6,474	62,687	65,900	128,587
.....	.....	.....	.....	36,521	35,790	72,311
.....	.....	.....	6,474	99,208	101,690	200,898
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	1,044	1,044	2,088
.....	.....	.....	.....	1,044	1,044	2,088
.....	.....	.....	6,474	100,252	102,734	202,986

TABLE 3.—STATEMENT showing the Number, Tonnage and Nationality of Vessels

VESSELS.	Total Number	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.	
		Up.	Down.	Up.	Down.
TRENT VALLEY CANALS.					
Canadian vessels, steam	3,021	83,250	80,525	.....	.....
" " sail	645	26,974	26,332	.....	.....
Total Canadian	3,666	110,224	106,857	.....	.....
United States vessels, steam	.....	.....	.....	.....	.....
" " sail	.....	.....	.....	.....	.....
Total United States	.....	.....	.....	.....	.....
Grand total, Trent Valley canals	3,666	110,224	106,857	.....	.....
ST. ANDREW'S CANAL.					
Canadian vessels, steam	616	45,322	42,513	.....	.....
" " sail	372	54,658	56,785	.....	.....
Total Canadian	988	99,980	99,298	.....	.....
United States vessels, steam	.....	.....	.....	.....	.....
" " sail	.....	.....	.....	.....	.....
Total United States	.....	.....	.....	.....	.....
Grand total, St. Andrew's canal	988	99,980	99,298	.....	.....

passed through the several canals, during the Season of Navigation in 1913—*Con.*

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
Up.	Down.	Up.	Down.	Up.	Down.	
.....	.....	.....	.....	83,250	80,525	163,775
.....	.....	.....	.....	26,974	26,332	53,306
.....	.....	.....	.....	110,224	106,857	217,081
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	110,224	106,857	217,081
.....	.....	.....	.....	45,322	42,513	87,835
.....	.....	.....	.....	54,658	56,785	111,443
.....	.....	.....	.....	99,980	99,298	199,278
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	99,980	99,298	199,278

TABLE 4.—Comparative Statement of all the Canals, for the year ending December 31st, 1912 and 1913.

ARTICLES.	1912.	1913.	Increase.	Decrease.
Class No. 1.	Tons.	Tons.	Tons.	Tons.
Canadian vessels, steam	8,062,842	9,730,702	1,667,860	
" sail	2,174,493	2,347,360	172,867	
United States vessels, steam	24,069,124	23,788,434		280,690
" sail	567,066	450,333		116,733
Total, Class No. 1	34,873,525	36,316,829	1,840,727	397,423
Class No. 2.	No.	No.	No.	No.
Passengers	292,267	335,799	43,512	
Class No. 3.	Tons.	Tons.	Tons.	Tons.
Barley	206,789	423,728	216,939	
Buckwheat	253	5		248
Corn	148,218	176,490	28,272	
Oats	762,302	842,737	80,435	
Rye	13,263	13,620	357	
Flax	224,848	711,921	487,073	
Peas	228	375	147	
Wheat	5,122,696	5,956,153	833,457	
Flour	342,636	334,602		8,034
Hay	35,420	18,283		17,137
Other mill products	27,894	26,542		1,352
Fruit and vegetables	10,836	9,958		878
Potatoes	8,293	7,915		378
Live stock	1,692	2,826	1,134	
Poultry, game and fish	2,710	2,237		473
Dressed meats	346	168		178
Other packing house products	2,403	1,996		407
Hides and leather	493	70		423
Wool	1,075	228		847
All other animal products	11,469	11,774	305	
Total, Class No. 3	6,923,864	8,541,628	1,648,119	30,355
Class No. 4.				
Agricultural implements	42,116	28,299		13,817
Cement, bricks, lime	537,093	413,041		124,052
Household goods and furniture	2,958	3,948	990	
Iron, pig and bloom	99,251	67,646		31,605
" and steel, all other	458,762	311,955		146,807
Petroleum and other oils	144,205	169,765	25,560	
Sugar	41,338	54,445	13,107	
Salt	23,071	20,775		2,296
Wines, liquors and beers	31,632	27,847		3,785
Merchandise not enumerated	848,522	783,978		64,544
Total, Class No. 4	2,228,948	1,881,699	39,657	386,906
Class No. 5.				
Pulpwood	762,156	980,726	218,570	
Sawed lumber	723,935	596,722		127,213
Squared timber	58,484	41,032		17,452
Shingles	6,851	7,296	445	
Other woods	83,196	53,149		30,047
Total, Class No. 5	1,634,622	1,678,925	219,015	174,712

TABLE 4.—Comparative Statement of all the Canals, for the year ending December 31st, 1912 and 1913—*Concluded.*

Articles.	1912.	1913.	Increase.	Decrease.
Class No. 6.	Tons.	Tons.	Tons.	Tons.
Hard coal	1,178,917	1,503,412	324,495	.....
Soft coal	2,786,969	5,241,567	1,454,598	.....
Coke	12	2	.....	10
Copper ore	40,322	25,855	.....	14,467
Iron ore	31,219,646	32,498,724	1,279,078	.....
Other ore	57,951	32,192	.....	25,759
Sand, &c	515,994	649,909	133,915	.....
Total, Class No. 6	36,799,811	39,951,661	3,192,086	40,236
Grand total	47,587,245	52,053,913	5,098,877	632,209

Net increase, 4,466,668 tons.

TABLE 5.—Statement of Traffic on the undermentioned Canals during the Season of Navigation in 1913.

Articles.	Sault Ste. Marie.	Welland.	St. Lawrence.	Chambly.	St. Peters.	Murray.	Ottawa.	Rideau.	Trent Valley.	St. Andrews
Class No. 1.—Vessels.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Canadian Vessels.....Steam.	3,736,388	2,166,128	2,894,332	46,034	41,242	297,983	212,598	128,587	163,775	88,635
" " ..... Sail.	57,046	210,671	1,391,067	16,106	53,648	97,511	285,051	72,311	53,306	110,643
United States Vessels.....Steam.	22,175,361	755,851	855,004	.....	490	1,725	.....	.....	.....	.....
" " ..... Sail.	5,646	31,877	106,367	273,671	558	498	29,718	2,088	.....	.....
Total, Class No. 1.....	25,974 441	3,164,530	5,201,770	335,811	95,938	397,627	527,367	202,986	217,081	199,278
Class No. 2.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers.....	36,872	1,620	127,638	2,507	1,582	20,210	24,759	19,653	9 ,162	1,796
Class No. 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Barley.....	234,245	96,889	92,264	13	4	267	18	17	11	.....
Buckwheat.....	.....	.....	5	.....	.....	.....	.....	.....	.....	.....
Corn.....	.....	144,351	31,911	89	1	.....	13	119	.....	.....
Oats.....	461,635	199,794	176,279	868	3,856	.....	31	134	98	42
Rye.....	2,184	6,867	4,568	1	.....	.....	.....	.....	.....	.....
Flax.....	370,378	175,351	166,192	.....	.....	.....	.....	.....	.....	.....
Peas.....	100	100	114	26	13	.....	.....	7	15	.....
Wheat.....	3,954,824	1,005,362	994,312	32	2	.....	34	459	1,128	.....
Flour.....	224,084	45,710	60,767	1,389	1,587	.....	430	487	116	32
Hay.....	1,535	.....	5,339	8,547	945	.....	389	1,026	207	295
Other mill products.....	4,680	10,540	8,252	494	1,038	.....	704	654	180	.....
Fruit and vegetables.....	.....	.....	5,128	1,859	1,995	301	248	424	3	.....
Potatoes.....	.....	.....	641	114	6,494	2	464	110	82	8
Live stock.....	7	.....	1,308	344	21	.....	962	28	156	.....
Poultry, game and fish.....	61	266	42	29	1,772	.....	38	29	.....	.....
Dressed meats.....	.....	.....	54	5	20	.....	6	80	3	.....
Other packing house products.....	40	.....	475	83	656	.....	350	392	.....	.....
Hides and leather.....	.....	.....	12	24	.....	.....	.....	32	2	.....
Wool.....	90	95	35	.....	1	.....	.....	7	.....	.....
All other animal products.....	.....	.....	6,343	5	22	11	2,301	2,890	137	65
Total, Class No. 3.....	5,253,863	1,685,328	1,554,044	13,922	18,427	581	5,988	6,895	2,138	442

Class No. 4.										
Agricultural implements	13,443	13,443	118	140	23	.....	95	987	50	.....
Cement, bricks, lime	148,001	117,751	78,509	1,063	379	64,259	1,980	337	739	23
Household goods and furniture	37	237	2,757	188	37	13	275	320	81	3
Iron, pig and bloom	32,227	15,343	17,386	112	127	.....	1,475	966	10	.....
Iron and steel, all other	113,796	80,902	104,904	9,066	227	45	658	2,043	13	301
Petroleum and other oils	5,195	90,799	70,498	187	1,035	104	823	1,079	44	1
Sugar	9,994	26,814	15,256	186	425	192	727	834	17	.....
Salt	12,074	1,582	3,256	582	1,016	.....	910	1,322	33	.....
Wines, liquors and beers	4,866	9,158	11,503	77	297	.....	844	1,086	16	.....
Merchandise not enumerated	394,277	192,344	155,974	8,616	4,512	11,190	8,114	6,239	1,411	1,301
Total, Class No. 4	733,910	548,373	460,161	20,217	8,078	75,803	15,901	15,213	2,414	1,629
Class No. 5.										
Pulpwood	19,518	299,669	408,632	208,218	.....	.....	.....	6,496	29,639	8,554
Sawed lumber	32,461	25,028	220,876	126,296	5,018	55	164,993	19,277	2,202	516
Squared timber	3,450	9,680	23,707	1,443	2	.....	1,557	30	1,144	19
Shingles	6 169	.....	218	28	379	.....	247	126	129	.....
Other woods	1,360	3,550	6,793	1,346	902	.....	19,913	1,402	17,698	185
Total, Class No. 5	62,958	337,927	660,226	337,331	6,301	55	186,710	27,331	50,812	9,274
Class No. 6.										
Hard coal	472,719	278,695	616,949	120,035	257	2,100	2,424	9,630	129	474
Soft coal	3,680,632	667,095	812,560	.....	36,551	5,192	34,145	5,154	238	.....
Coke	.....	.....	.....	.....	.....	.....	.....	.....	2	.....
Copper ore	25,855	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron ore	32,419,242	36,220	2	43,260	.....	.....	.....	.....	.....	.....
Other ore	6,800	16,926	2,650	965	274	.....	3,550	960	67	.....
Sand, &c	43,345	150	195,835	19,872	1,626	96,845	116,720	106,040	.....	69,476
Total, Class No. 6	36,648,593	999,086	1,627,996	184,132	38,708	104,137	156,839	121,784	436	69,950
Grand total	42,699,324	3,570,714	4,302,427	555,602	71,514	180,576	365,438	171,223	55,800	81,295

TABLE 6.—SUMMARY STATEMENT of Traffic on the undermentioned Canals, during the Season of Navigation ended 31st December, 1913, showing the total quantity of each description of property passed through.

Articles.	Sault Ste. Marie.	Welland.	St. Lawrence.	Chambly.	St. Peters.	Murray.	Ottawa.	Rideau.	Trent Valley.	St. Andrews
Class No. 1.—Vessels.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Vessels of all kinds	25,974,441	3,164,530	5,201,770	335,811	95,938	397,627	527,367	202,986	217,081	199,278
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers	36,872	1,620	127,638	2,507	1,582	20,210	24,759	19,653	99,162	1,796
Forest Produce of Wood.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Pulpwood	19,518	299,669	408,632	208,218	.....	.....	.....	6,496	29,639	8,554
Sawed lumber	32,461	25,028	220,876	126,296	5,018	55	164,993	19,277	2,202	516
Squared timber	3,450	9,680	23,707	1,443	2	.....	1,557	30	1,144	19
Shingles	6,169	.....	218	28	379	.....	247	126	129	.....
Other woods	1,360	3,550	6,793	1,346	902	.....	19,913	1,402	17,698	185
Total	62,958	337,927	660,226	337,331	6,301	55	186,710	27,331	50,812	9,274
Animals and Produce of Animals										
Live stock	7	.....	1,308	344	21	2	962	28	156	.....
Poultry, game and fish	61	266	42	29	1,772	.....	38	29	.....	.....
Dressed meats	.....	.....	54	5	20	.....	6	80	3	.....
Other packing house products	40	.....	475	83	656	.....	350	392	.....	.....
Hides and leather	.....	.....	12	24	.....	.....	.....	32	2	.....
Wool	90	95	35	.....	1	.....	.....	7	.....	.....
All other animal products	.....	.....	6,343	5	22	11	2,301	2,890	137	65
Total	198	361	8,269	490	2,492	13	3,657	3,458	298	65
Agricultural Products.										
Barley	234,245	96,889	92,264	13	4	267	18	17	11	.....
Buckwheat	.....	.....	5	.....	.....	.....	.....	.....	.....	.....
Corn	.....	144,354	31,914	89	1	.....	13	119	.....	.....
Oats	461,635	199,794	176,279	868	3,856	.....	31	134	98	42

Rye	2,184	6,867	4,568	1						
Flax	370,378	175,351	166,192							
Peas	100	100	114	26	13			7	15	
Wheat	3,954,824	1,005,362	994,312	32	2		34	459	1,128	
Flour	224,084	45,710	60,767	1,389	1,587		430	487	116	32
Hay	1,535		5,339	8,547	945		389	1,026	207	295
Other mill products	4,680	10,540	8,252	494	1,038		704	654	180	
Fruit and vegetables			5,128	1,859	1,995	301	248	424	3	
Potatoes			641	114	6,494		464	110	82	8
Total	5,253,665	1,684,967	1,545,775	13,432	15,935	568	2,331	3,437	1,840	377
Manufactures.										
Agricultural implements	13,443	13,443	118	140	23		95	987	50	
Cement, bricks and lime	148,001	117,751	78,509	1,063	379	64,259	1,980	337	739	23
Household goods and furniture	37	237	2,757	188	37	13	275	320	81	3
Iron, pig and bloom	32,227	15,343	17,386	112	127		1,475	966	10	
Iron, steel, all other	113,796	80,902	104,904	9,066	227	45	658	2,043	13	301
Petroleum and other oils	5,195	90,799	70,498	187	1,035	104	823	1,079	44	1
Sugar	9,994	26,814	15,256	186	425	192	727	834	17	
Salt	12,074	1,582	3,256	582	1,016		910	1,322	13	
Wines, liquors and beers	4,866	9,158	11,503	77	297		844	1,086	16	
Merchandise not enumerated	394,277	192,344	155,974	8,616	4,512	11,190	8,114	6,239	1,411	1,301
Total	733,910	548,373	460,161	20,217	8,078	75,803	15,901	15,213	2,414	1,629
Products of Mines.										
Hard coal	472,719	278,695	616,949	120,035	257	2,100	2,424	9,630	129	474
Soft coal	3,680,632	667,095	812,560		36,551	5,192	34,145	5,154	238	
Coke									2	
Copper ore	25,855									
Iron ore	32,419,242	36,220	2	43,260						
Other ore	6,800	16,926	2,650	965	274		3,550	960	67	
Sand, &c	43,345	150	195,835	19,872	1,626	96,845	116,720	106,040		69,476
Total	36,648,593	999,086	1,627,996	184,132	38,708	104,137	156,839	121,784	436	69,950
Grand totals (passengers and tonnage of vessels not included)	42,699,324	3,570,714	4,302,427	555,602	71,514	180,576	365,438	171,223	55,800	81,295

TABLE 7, No. 1.—GENERAL STATEMENT showing the Quantity of each Article Transported on the Sault Ste. Marie Canal during the Season of Navigation in 1913.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural impleme'ts	.....	13,443	.....	.....	.....	.....	.....	.....	.....	13,443	13,443	13,443	.....
All other animal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Barley	.....	143,913	.....	28,617	.....	58,274	.....	3,441	.....	234,245	234,245	175,971	58,274
Buckwheat	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cement, bricks, &c	143,888	.....	1,928	.....	2,185	.....	.....	.....	148,001	.....	148,001	145,511	2,490
Coal, hard	.....	.....	.....	.....	327,184	.....	145,535	.....	472,719	.....	472,719	.....	472,719
" soft	2,701	.....	.....	.....	1,995,701	.....	1,682,230	.....	3,680,632	.....	3,680,632	50	3,680,582
Coke	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Corn	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dressed meats	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flax	.....	220,166	.....	81 678	.....	61,201	.....	7,333	.....	370,378	370,378	323,163	47,215
Flour	140	153,798	.....	.....	.....	55,527	.....	14,619	140	223,944	224,084	168,557	55,527
Fruits and vegetables	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hay	1,535	.....	.....	.....	.....	.....	.....	.....	1,535	.....	1,535	1,535	.....
Hides and leather	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Household goods	23	14	.....	.....	.....	.....	.....	.....	23	14	37	37	.....
Iron, pig and bloom	31,914	.....	.....	.....	313	.....	.....	.....	32,227	.....	32,227	31,229	998
Iron and steel, all other	84,895	75	.....	.....	18,573	6,073	4,180	.....	107,648	6,148	113,796	86,474	27,322
Live stock	7	.....	.....	.....	.....	.....	.....	.....	7	.....	7	7	.....
Merchandise	318,356	9,398	25,444	11,730	28,059	1,275	15	.....	371,874	22,403	394,277	354,278	39,999
Oats	.....	375,101	.....	69,986	.....	7,261	.....	9,287	.....	461,635	461,635	450,493	11,142
Other mill products	.....	2,063	.....	.....	.....	2,617	.....	.....	.....	4,680	4,680	2,063	2,617
" packing house products	.....	40	.....	.....	.....	.....	.....	.....	.....	40	40	40	.....
" woods	232	452	.....	500	.....	.....	.....	176	232	1,128	1,360	1,184	176
Ore, all other	.....	.....	.....	6,800	.....	.....	.....	.....	.....	6,800	6,800	6,800	.....
" copper	.....	.....	.....	.....	.....	25,855	.....	.....	.....	25,855	25,855	.....	25,855
" iron	.....	33,926	.....	6,900	.....	32,221,056	32,376	124,984	32,376	32,386,866	32,419,242	40,826	32,378,416
Peas	100	.....	.....	.....	.....	.....	.....	.....	100	.....	100	100	.....
Petroleum	5,195	.....	.....	.....	.....	.....	.....	.....	5,195	.....	5,195	5,195	.....
Poultry, game and fish	.....	61	.....	.....	.....	.....	.....	.....	.....	61	61	61	.....
Potatoes	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pulpwood	18,414	1,050	.....	.....	.....	.....	54	.....	18,468	1,050	19,518	19,464	54

Rye								2,184		2,184	2,184		2,184
Sand	95	43,250							95	43,250	43,345	43,345	
Sawed lumber	1,339	4,991		18,443		5,520	668	1,500	2,007	30,454	32,461	24,773	7,688
Shingles						6,063	106		106	6,063	6,169		6,169
Square timber								3,450		3,450	3,450		3,450
Sugar	9,934				60				9,994		9,994	9,934	60
Salt	10,484				1,590				12,074		12,074	10,484	1,590
Wheat		1,750,358		1,178,475		975,075		50,916		3,954,824	3,954,824	3,031,984	922,840
Wines, liquors and beers	4,866								4,866		4,866	4,866	
Wool						90				90	90		90
Total freight	634,118	2,752,099	27,372	1,403,129	2,373,665	33,425,887	1,865,164	217,890	4,900,319	37,799,005	42,699,324	4,951,867	37,747,457

TABLE 7, No. 2.—GENERAL STATEMENT showing the Quantity of each Article Transported on the Welland Canal during the Season of Navigation in 1913.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	13,443								13,443		13,443	13,489	
All other animal													
Barley		84,689						12,200		96,889	96,889	93,992	2,897
Buckwheat													
Cement, bricks, &c	102,743		3,428			11,060		520	106,171	11,580	117,751	106,171	11,580
Coal, hard					235,730		42,965		278,695		278,695		278,695
" soft						1,500		665,595		667,095	667,095		667,095
Coke													
Corn						114,662		29,692		144,354	144,354		144,354
Dressed meats													
Flax		153,672						21,679		175,351	175,351	171,641	3,710
Flour		33,299				11,967		444		45,710	45,710	33,299	12,411
Fruits and vegetables													
Hay													
Hides and leather													
Household goods	193	4						40	193	44	237	232	5
Iron, pig and bloom	14,663	58	287					335	14,950	393	15,343	15,008	335
Iron and steel, all other	73,048	38	130			505		7,181	73,178	7,724	80,902	73,216	7,686
Live stock													
Merchandise	105,497	422	13,849		60,934	9,055		2,587	180,280	12,064	192,344	119,311	73,033
Oats		185,183				7,407		7,204		199,794	199,794	192,068	7,726
Other mill products		1,555				8,685		300		10,540	10,540	1,555	8,985
" packing house products													
Other woods						3,550				3,550	3,550		3,550
Ore, all other	20	11,704			5,202				5,222	11,704	16,926	11,724	5,202
" copper													
" iron								36,220		36,220	36,220		36,220
Peas	100								100		100	100	
Petroleum	405	35,375	15		108	1,011		53,885	528	90,271	90,799	37,799	53,000
Poultry, game and fish					266				266		266		266
Potatoes													

Pulpwood	73,741	.....	225,928	.....	.....	.....	.....	.....	299,669	.....	299,669	299,669	.....	.....
Rye	.....	560	.....	.....	.....	.....	.....	6,307	.....	6,867	6,867	4,683	2,184	.....
Sand	.....	150	.....	.....	.....	.....	.....	.....	.....	150	150	150	.....	.....
Sawed lumber	592	.....	.....	3,215	.....	14,937	.....	6,284	592	24,436	25,028	3,807	21,221	.....
Shingles	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Square timber	.....	800	.....	.....	.....	.....	.....	8,880	.....	9,680	9,680	800	8,880	.....
Sugar	5,923	2,373	60	.....	18,149	.....	.....	309	24,132	2,682	26,814	8,665	18,149	.....
Salt	267	153	.....	.....	238	.....	.....	924	505	1,077	1,582	1,393	189	.....
Wheat	.....	824,714	.....	.....	.....	20,258	.....	160,390	.....	1,005,362	1,005,362	895,621	109,741	.....
Wines, liquors and beers	5,032	310	1,943	.....	109	.....	.....	1,764	7,084	2,074	9,158	8,964	194	.....
Wool	.....	.....	95	.....	.....	.....	.....	.....	95	.....	95	95	.....	.....
Total freight	395,667	1,335,059	245,735	3,215	320,736	204,597	42,965	1,022,740	1,005,103	2,565,611	3,570,714	2,093,406	1,477,308	.....

TABLE 7, No. 3.—GENERAL STATEMENT showing the Quantity of each Through Article Transported on the Welland Canal during the Season of Navigation in 1913.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	13,443								13,443		13,443	13,443	
All other animal													
Barley		84,689						12,200		96,889	96,889	93,992	2,897
Buckwheat													
Cement, bricks, &c	102,743		3,428			11,060		520	106,171	11,580	117,751	106,171	11,580
Coal, hard					235,730		42,965		278,695		278,695		278,695
" soft						1,500		665,595		667,095	667,095		667,095
Coke													
Corn						114,662		29,692		144,354	144,354		144,354
Dressed meats													
Flax		153,672						21,679		175,351	175,351	171,641	3,710
Flour		33,299				11,967		444		45,710	45,710	33,299	12,411
Fruits and vegetables													
Hay													
Hides and leather													
Household goods	193	4						40	193	44	237	232	5
Iron, pig and bloom	14,663	58	287					335	14,950	393	15,343	15,008	335
Iron and steel, all other	73,048	38	130			505		7,181	73,178	7,724	80,902	73,216	7,686
Live stock													
Merchandise	105,244	422	13,849		60,934	9,055		2 587	180 027	12,064	192,091	119,058	73,033
Oats		185,183				7,407		7,204		199,794	199,794	192,068	7 726
Other mill products		1,555				8,685		300		10,540	10,540	1,555	8,985
" packing house products													
" woods						3,550				3,550	3,550		3,550
Ore, all other	20	1,808			5·202				5,222	1,808	7,030	1,828	5,202
" copper													
" iron								36,220		36,220	36,220		36.220
Peas	100								100		100	100	
Petroleum	405	35,375	15		108	1,011		53,885	528	90,271	90,799	37,799	53,000
Poultry, game and fish					266				266		266		266
Potatoes													

Pulpwood			225,928						225,928		225,928	225,928	
Rye		560						6,307		6,867	6,867	4,683	2,184
Sand													
Sawed lumber	592			3,215		14,937		6,284	592	24,436	25,028	3,807	21,221
Shingles													
Square timber		800						8,880		9,680	9,680	800	8,880
Sugar	5,923	2,373	60		18,149			309	24,132	2,682	26,814	8,665	18,149
Salt	267	153			238			924	505	1,077	1,582	1,393	189
Wheat		822,691				20,258		160,390		1,003,339	1,003,339	893,598	109,741
Wines, liquors and beers	5,032	310	1,943		109			1,764	7,084	2,074	9,158	8,964	194
Wool			95						95		95	95	
Total freight	321,673	1,322,990	245,735	3,215	320,736	204,597	42,965	1,022,740	931,109	2,553,542	3 484,651	2,007,343	1,477,308

TABLE 7, No. 4.—GENERAL STATEMENT showing Quantity of each Way Article Transported on the Welland Canal during the Season of Navigation in 1913.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements													
All other animal													
Barley													
Buckwheat													
Cement, bricks, &c													
Coal, hard													
" soft													
Coke													
Corn													
Dressed meats													
Flax													
Flour													
Fruits and vegetables													
Hay													
Hides and leather													
Household goods													
Iron, pig and bloom													
Iron and steel, all other													
Live stock													
Merchandise	253								253		253	253	
Oats													
Other mill products													
" packing house products													
" woods													
Ore, all other		9,896								9,896	9,896	9,896	
" copper													
" iron													
Peas													
Petroleum													
Poultry, game and fish													

Potatoes													
Pulpwood	73,741								73,741		73,741	73,741	
Rye													
Sand		150								150	150	150	
Sawed lumber													
Shingles													
Square timber													
Sugar													
Salt													
Wheat		2,023								2,203	2,023	2,023	
Wines, liquors and beers													
Wood													
Total freight	73,994	12,069							73,994	12,069	86,063	86,063	

TABLE 7, No. 5.—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Lawrence Canals during the Season of Navigation in 1913.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	110	8							110	8	118	118	
All other animal	1,092	5,185			6		60		1,098	5,245	6,343	6,278	65
Barley	408	87,454					4,402		408	91,856	92,264	89,367	2,897
Buckwheat		3			2				2	3	5	3	2
Cement, bricks, &c	73,453	3,304	1,500		2		250		74,955	3,554	78,509	77,081	1,428
Coal, hard	592	3,943					258	612,156	850	616,099	616,949	996	615,953
" soft	170,895	3,442						638,223	170,895	641,665	812,560	170,682	641,878
Coke													
Corn	5,146	18,600						8,168	5,146	26,768	31,914	5,164	26,750
Dressed meats	22	32							22	32	54	54	
Flax	392	162,090						3,710	392	165,800	166,192	162,482	3,710
Flour	1,281	59,486							1,281	59,486	60,767	60,767	
Fruits and vegatables	367	4,744			2			15	369	4,759	5,128	5,111	17
Hay	3,970	1,364			5				3,975	1,364	5,339	5,339	
Hides and leather			7		5				12		12	10	2
Household goods	835	1,872			14			36	849	1,908	2,757	2,751	6
Iron, pig and bloom	15,123	1,889	345					29	15,468	1,918	17,386	11,256	6,130
Iron and steel, all other	93,123	6,081	50				174	5,476	93,347	11,557	104,904	97,130	7,774
Live stock	111	1,197							111	1,197	1,308	1,300	8
Merchandise	116,600	29,182	9,093		70			1,029	125,763	30,211	155,974	151,968	4,006
Oats	423	175,856							423	175,856	176,279	176,279	
Other mill products	4,995	3,256			1				4,996	3,256	8,252	8,251	1
" packing house products	339	136							339	136	475	475	
" woods	1,159	5,634							1,159	5,634	6,793	6,793	
Ore, all other	2,650								2,650		2,650		2,650
" copper													
" iron	1	1							1	1	2	1	1
Peas	106	7			1				107	7	114	114	
Petroleum	1,648	23,401	47					45,402	1,695	68,803	70,498	25,125	45,373
Poultry, game and fish	3	38			1				4	38	42	41	1
Potatoes	100	532			9				109	532	641	639	2

Pulpwood	69,022	465	339,145	.....	.....	.....	.....	.....	408,167	465	408,632	408,632	.....	
Rye	1	4,567	.....	.....	.....	.....	.....	.....	1	4,567	4,568	3,452	1,116	
Sand	90,674	104,959	.....	.....	.....	.....	.....	202	90,674	105,161	195,835	186,731	9,104	
Sawed lumber	59,946	122,743	3,879	34,303	5	.....	.....	.....	63,830	157,046	220,876	220,571	305	
Shingles	85	131	.....	.....	2	.....	.....	.....	87	131	218	218	.....	
Square timber	277	15,413	.....	.....	.....	.....	.....	8,017	277	23,430	23,707	15,520	8,187	
Sugar	14,278	791	30	.....	.....	.....	.....	157	14,308	948	15,256	15,256	.....	
Salt	2,020	1,147	.....	.....	.....	.....	.....	89	2,020	1,236	3,256	2,999	257	
Wheat	8,237	900,433	.....	.....	.....	.....	.....	85,642	8,237	986,075	994,312	906,608	87,704	
Wines, liquors and beers	9,531	1,167	421	.....	1	.....	.....	383	9,953	1,550	11,503	11,422	81	
Wool	20	.....	15	.....	.....	.....	.....	.....	35	.....	35	35	.....	
Total freight	749,035	1,750,553	354,532	34,303	126	.....	432	1,413,446	1,104,125	3,198,302	4,302,427	2,837,019	1,465,403	

TABLE 7, No. 6.—GENERAL STATEMENT showing the Quantity of each Through Article Transported on the St. Lawrence Canals during the Season of Navigation in 1913.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	1								1		1	1	
All other animal	175	2,819						60	175	2,879	3,054	2,994	60
Barley		87,454						4,402		91,856	91,856	88,959	2,897
Buckwheat		3								3	3	3	
Cement, bricks, &c	42,694	230	1,500					250	44,194	480	44,674	44,424	250
Coal, hard		3,099						600,112		603,211	603,211		603,211
" soft	3,500	622,077							3,500	622,077	625,577	2,900	622,677
Coke													
Corn	1,814	1,176						8,168	1,814	9,344	11,158	1,814	9,344
Dressed meats	20								20		20	20	
Flax	392	161,530						3,710	392	165,240	165,632	161,922	3,710
Flour	16	37,243							16	37,243	37,259	37,259	
Fruits and vegetables	62	4,384						15	62	4,399	4,461	4,446	15
Hay		4								4	4	4	
Hides and leather													
Household goods	463	1,605						36	463	1,641	2,104	2,104	
Iron, pig and bloom	5,303	88	345					29	5,648	117	5,765	5,736	29
Iron and steel, all other	68,106	831	50					5,476	68,156	6,307	74,463	68,492	5,971
Live stock	1	24							1	24	25	25	
Merchandise	103,264	21,157	9,093					1,029	112,357	22,166	134,523	133,834	689
Oats		173,827								173,827	173,827	173,827	
Other mill products	234	748							234	748	982	982	
" packing house products	33	37							33	37	70	70	
" woods													
Ore, all other													
" copper													
" iron													
Peas	100	5							100	5	105	105	
Petroleum	651	23,025	47					45,402	698	68,427	69,125	23,752	45,373
Poultry, game and fish													
Potatoes	6								6		6	6	

Pulpwood	68,329	165	339,145	.....	.....	.....	.....	.....	407,474	165	407,639	407,639	.....	
Rye	.....	4,567	.....	.....	.....	.....	.....	.....	.....	4,567	4,567	3,451	1,116	
Sand	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Sawed lumber	190	.....	3,879	.....	.....	.....	.....	.....	4,069	.....	4,069	4,069	.....	
Shingles	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Square timber	.....	3,970	.....	.....	.....	.....	.....	8,017	.....	11,987	11,987	3,970	8,017	
Sugar	13,014	638	30	.....	.....	.....	.....	157	13,044	795	13,839	13,839	.....	
Salt	338	700	.....	.....	.....	.....	.....	89	338	789	1,127	1,038	89	
Wheat	75	900,132	.....	.....	.....	.....	.....	85,642	75	985,774	985,849	898,145	87,704	
Wines, liquors and beers	8,146	91	421	.....	.....	.....	.....	383	8,567	1,298	9,865	9,785	80	
Wool	20	.....	15	.....	.....	.....	.....	.....	35	.....	35	35	.....	
Total freight	316,947	2,052,433	354,525	.....	.....	.....	.....	762,977	671,472	2,815,410	3,486,882	2,095,650	1,391232	

TABLE 7, No. 7.—GENERAL STATEMENT showing the Quantity of each Way Article Transported on the St. Lawrence Canals during the Season of Navigation in 1913.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	109	8							109	8	117	117	
All other animal	917	2,366			6				923	2,366	3,289	3,284	5
Barley	408								408		408	408	
Buckwheat					2				2		2		2
Cement, bricks, &c	30,759	3,074			2				30,761	3,074	33,835	32,657	1,178
Coal, hard	592	844					258	12,044	850	12,888	13,738	996	12,742
" soft	167,395	3,442						16,146	167,395	19,588	186,983	167,782	19,201
Coke													
Corn	3,332	17,424							3,332	17,424	20,756	3,350	17,406
Dressed meats	2	32							2	32	34	34	
Flax		560								560	560	560	
Flour	1,265	22,243							1,265	22,243	23,508	23,508	
Fruits and vegetables	305	360			2				307	360	667	665	2
Hay	3,970	1,360			5				3,975	1,360	5,335	5,335	
Hides and leather			7		5				12		12	10	2
Household goods	372	267			14				386	267	653	647	6
Iron, pig and bloom	9,820	1,801							9,820	1,801	11,621	5,520	6,101
Iron and steel, all other	25,017	5,250					174		25,191	5,250	30,441	28,638	1,803
Live stock	110	1,173							110	1,173	1,283	1,275	8
Merchandise	13,336	8,045			70				13,406	8,045	21,451	18,134	3,317
Oats	423	2,029							423	2,029	2,452	2,452	
Other mill products	4,761	2,508			1				4,762	2,508	7,270	7,269	1
" packing house products	306	99							306	99	405	405	
" woods	1,159	5,634							1,159	5,634	6,793	6,793	
Ore, all other	2,650								2,650		2,650		2,650
" copper													
" iron	1	1							1	1	2	1	1
Peas	6	2			1				7	2	9	9	
Petroleum	997	376							997	376	1,373	1,373	
Poultry, game and fish	3	38			1				4	38	42	41	1

Potatoes	94	532	.....	.....	9	.....	.....	.....	103	532	635	633	2
Pulpwood	693	300	.....	.....	.....	.....	.....	.....	693	300	993	993	.....
Rye	1	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1	.....
Sand	90,674	104,959	.....	.....	.....	.....	.....	202	90,674	105,161	195,835	186,731	9,104
Sawed lumber	59,756	122,743	.....	34,303	5	.....	.....	.....	59,761	157,046	216,807	216,502	305
Shingles	85	131	.....	.....	2	.....	.....	.....	87	131	218	218	.....
Square timber	277	11,443	.....	.....	.....	.....	.....	.....	277	11,443	11,720	11,550	170
Sugar	1,264	153	.....	.....	.....	.....	.....	.....	1,264	153	1,417	1,417	.....
Salt	1,682	447	.....	.....	.....	.....	.....	.....	1,682	447	2,129	1,961	168
Wheat	8,162	301	.....	.....	.....	.....	.....	.....	8,162	301	8,463	8,463	.....
Wines, liquors and beers	1,385	252	.....	.....	1	.....	.....	.....	1,386	252	1,638	1,637	1
Wool	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total freight	432,088	320,197	7	34,303	126	.....	432	28,392	432,653	382,892	815,545	741,369	74,176

TABLE 7, No. 8.—GENERAL STATEMENT showing the Quantity of each Article Transported on the Chambly Canal during the Season of Navigation in 1913.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	131	9							131	9	140	140	
All other animal		5								5	5	5	
Barley	5	8							5	8	13	13	
Buckwheat													
Cement, bricks, &c	672	22						369	672	391	1,063	694	369
Coal, hard	86							119,949	86	119,949	120,035	81	119,954
" soft													
Coke													
Corn	87	2							87	2	89	89	
Dressed meats	3	2							3	2	5	5	
Flax													
Flour	1,355	34							1,355	34	1,389	1,389	
Fruits and vegetables	712	1,147							712	1,147	1,859	1,859	
Hay		4,993	3,554						3,554	4,993	8,547	8,547	
Hides and leather		24								24	24	24	
Household goods	89	99							89	99	188	188	
Iron, pig and bloom	111	1							111	1	112	112	
Iron and steel, all other	799	73						8,194	799	8,267	9,066	1,945	7,121
Live stock	16	328							16	328	344	344	
Merchandise	1,590	911	1,426					4,689	3,016	5,600	8,616	3,927	4,689
Oats	8	860							8	860	868	868	
Other mill products	447	47							447	47	494	494	
" packing house products	82	1							82	1	83	83	
" woods	974	372							974	372	1,346	1,346	
Ore, all other	150	815							150	815	965	965	
" copper													
" iron								43,260		43,260	43,260		43,260
Peas	13	13							13	13	26	26	
Petroleum	181	6							181	6	187	187	
Poultry, game and fish	1	28							1	28	29	29	

Potatoes	11	103	.....	.....	.....	.....	.....	.....	11	103	114	114	.....	
Pulpwood	.....	10	208,208	.....	.....	.....	.....	.....	208,208	10	208,218	208,218	.....	
Rye	1	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1	.....	
Sand	15	60	.....	.....	.....	.....	.....	19,797	15	19,857	19,872	75	19,797	
Sawed lumber	114	87	125,925	.....	.....	.....	.....	170	126,039	257	126,296	126,296	.....	
Shingles	28	.....	.....	.....	.....	.....	.....	.....	28	.....	28	28	.....	
Square timber	.....	.....	.....	.....	.....	.....	.....	1,443	.....	1,443	1,443	.....	1,443	
Sugar	180	6	.....	.....	.....	.....	.....	.....	180	6	186	186	.....	
Salt	408	6	.....	.....	.....	.....	.....	168	408	174	582	414	168	
Wheat	12	20	.....	.....	.....	.....	.....	.....	12	20	32	32	.....	
Wines, liquors and beers	73	4	.....	.....	.....	.....	.....	.....	73	4	77	77	.....	
Wool	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Total freight	8,354	10,096	339,113	.....	.....	.....	.....	198,039	347,467	208,135	555,602	358,801	196,801	

TABLE 7, No. 9.—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Peters Canal during the Season of Navigation in 1913.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	18	5							18	5	23		
All other animal	19	3							19	3	22		
Barley	4								4		4		
Buckwheat													
Cement, bricks, &c	346	33							346	33	379		
Coal, hard	255	2							255	2	257		
" soft		36,551								36,551	36,551		
Coke													
Corn	1								1		1		
Dressed meats	19	1							19	1	20		
Flax													
Flour	1,555	32							1,555	32	1,587		
Fruits and vegetables	1,968	27							1,968	27	1,995		
Hay	935	10							935	10	945		
Hides and leather													
Household goods	27	10							27	10	37		
Iron, pig and bloom		127								127	127		
Iron and steel, all other	154	73							154	73	227		
Live stock	21								21		21		
Merchandise	3,522	990							3,522	990	4,512		
Oats	3,856								3,856		3,856		
Other mill products	954	84							954	84	1,038		
" packing house products	633	23							633	23	656		
" woods	645	257							645	257	902		
Ore, all other		274								274	274		
" copper													
" iron													
Peas	13								13		13		
Petroleum	994	41							994	41	1,035		
Poultry, game and fish	321	1,451							321	1,451	1,772		
Potatoes	6,487	7							6,487	7	6,494		

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TABLE 7, No. 10.—GENERAL STATEMENT showing the Quantity of each Article Transported on the Murray Canal during the Season of Navigation in 1913.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian	United States.
Agricultural implements													
All other animal	1	10							1	10	11	11	
Barley		267								267	267	267	
Buckwheat													
Cement, bricks, &c	64,259								64,259		64,259	64,259	
Coal, hard								2,100		2,100	2,100		2,100
" soft							1,692	3,500	1,692	3,500	5,192		5,192
Coke													
Corn													
Dressed meats													
Flax													
Flour													
Fruits and vegetables	108	193							108	193	301	301	
Hay													
Hides and leather													
Household	6	7							6	7	13	4	9
Iron, pig and bloom													
Iron and steel, all other	45								45		45	45	
Live stock	1	1							1	1	2	1	1
Merchandise	7,089	4,101							7,089	4,101	11,190	11	11,179
Oats													
Other mill products													
" packing house products													
" woods													
Ore, all other													
" copper													
" iron													
Peas													
Petroleum	63	41							63	41	104	104	
Poultry, game and fish													
Potatoes													

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TABLE 7, No. 11.—GENERAL STATEMENT showing the Quantity of each Article Transported on the Ottawa Canals during the Season of Navigation in 1913.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implem'ts.	92	3							92	3	95	95	
All other animals	71	2,230							71	2,230	2,301	2,301	
Barley	18								18		18	18	
Buckwheat													
Cement, bricks, etc.	1,873	107							1,873	107	1,980	1,980	
Coal, hard							2,424		2,424		2,424		2,424
" soft	33,890	115					140		34,030	115	34,145	33,702	443
Coke													
Corn	13								13		13	13	
Dressed meats		6								6	6	6	
Flax													
Flour	389	41							389	41	430	430	
Fruits and vegetables	121	127							121	127	248	248	
Hay	12	377							12	377	389	389	
Hides and leather													
Household goods	225	50							225	50	275	275	
Iron, pig and bloom	1,449	26							1,449	26	1,475	1,475	
Iron and steel, all other	633	25							633	25	658	658	
Live stock	60	902							60	902	962	962	
Merchandise	5,357	2,579					178		5,535	2,579	8,114	7,558	556
Oats	3	28							3	28	31	31	
Other mill products	230	474							230	474	704	704	
Other packing house products	261	89							216	9	350	350	
Other woods	25	19,888							25	19,888	19,913	19,913	
Ore, all other	3,550								3,550		3,550		3,550
" copper													
" iron													
Peas													
Petroleum	624	199							624	199	823	823	
Poultry, game and fish		38								38	38	38	
Potatoes	21	443							21	443	464	464	
Pulpwood													

Rye													
Sand		116,720								116,720	116,720	116,720	
Sawed lumber	71	127,306		37,616					71	164,922	164,993	164,993	
Shingles		247								247	247	247	
Square itmber	2	1,555							2	1,555	1,557	1,557	
Sugar	693	34							693	34	727	727	
Salt	881	29							881	29	910	910	
Wheat	34								34		34	34	
Wines, liquors and beers	830	14							830	14	844	844	
Wool													
Total freight	51,428	273,562		37,616			2,742		54,170	311,268	365,438	358,465	6,973

TABLE 7, No. 12.—GENERAL STATEMENT showing the Quantity of each Article Transported on the Rideau Canal during the Season of Navigation in 1913.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implem'ts.	597	390							597	390	987	987	
All other animal	1,159	1,731							1,159	1,731	2,890	2,890	
Barley		17								17	17	17	
Buckwheat													
Cement, bricks, etc.	109	228							109	228	337	337	
Coal, hard	753	57						8,820	753	8,877	9,630	42	9,588
" soft	1,218	104						3,832	1,218	3,936	5,154	1,265	3,889
Coke													
Corn	27	92							27	92	119	119	
Dressed meats	44	36							44	36	80	80	
Flax													
Flour	223	264							223	264	487	487	
Fruits and vegetables	203	221							203	221	424	424	
Hay	966	60							966	60	1,026	1,026	
Hides and leather	29	3							29	3	32	32	
Household goods	222	98							222	98	320	320	
Iron, pig and bloom	914	52							914	52	966	966	
Iron and steel, all other	1,902	141							1,902	141	2,043	2,043	
Live stock	14	14							14	14	28	28	
Merchandise	4,093	2,146							4,093	2,146	6,239	6,239	
Oats	23	111							23	111	134	134	W
Other mill products	236	418							236	418	654	654	
" packing house products	286	106							286	106	392	392	
" Woods	1,236	166							1,236	166	1,402	1,402	
Ore, all other			960						960		960	960	
" copper													
" Iron													
Peas	6	1							6	1	7	7	
Petroleum	607	472							607	472	1,079	1,079	
Poultry, game and fish	27	2							27	2	29	29	
Potatoes	95	15							95	15	110	110	
Pulpwood	450	6,046							450	6,046	6,496	6,496	

Rye													
Sand	57,716	48,324							57,716	48,324	106,040	106,040	
Sawed lumber	4,327	14,950							4,327	14,950	19,277	19,277	
Shingles	101	25							101	25	126	126	
Square timber	6	24							6	24	30	30	
Sugar	613	221							613	221	834	834	
Salt	1,044	278							1,044	278	1,322	1,322	
Wheat	4	455							4	455	459	459	
Wines, liquors and beers	895	191							895	191	1,086	1,086	
Wool	2	5							2	5	7	7	
Total freight	80,147	77,464	960					12,652	81,107	90,116	171,223	157,746	13,477

TABLE 7, No. 13.—GENERAL STATEMENT showing the Quantity of each Article Transported on the Trent Valley Canals during the Season of Navigation in 1913.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	30	20							30	20	50		
All other animal	106	31							106	31	137		
Barley	11								11		11		
Buckwheat													
Cement, bricks, &c	219	520							219	520	739		
Coal, hard	92	37							92	37	129		
" soft	208	30							208	30	238		
Coke		2								2	2		
Corn													
Dressed meats	1	2							1	2	3		
Flax													
Flour	56	60							56	60	116		
Fruits and vegetables	3								3		3		
Hay	180	27							180	27	207		
Hides and leather	2								2		2		
Household goods	74	7							74	7	81		
Iron, pig and bloom	10								10		10		
Iron and steel, all other	13								13		13		
Live stock	136	20							136	20	156		
Merchandise	902	509							902	509	1,411		
Oats	94	4							94	4	98		
Other mill products	103	77							103	77	180		
" packing house products													
Other woods	10,443	7,255							10,443	7,255	17,698		
Ore, all other		67								67	67		
" copper													
" iron													
Peas	15								15		15		
Petroleum	41	3							41	3	44		
Poultry, game and fish													
Potatoes	82								82		82		

Pulpwood	2,040	27,599							2,040	27,599	29,639		
Rye													
Sand													
Sawed lumber	1,087	1,115							1,087	1,115	2,202		
Shingles	89	40							89	40	129		
Square timber	329	815							329	815	1,144		
Sugar	16	1							17	1	17		
Salt	29	4							29	4	33		
Wheat	1,118	10							1,118	10	1,128		
Wines, liquors and beers	12	4							12	4	16		
Wool													
Total freight	17,541	38,259							17,541	38,259	55,800	55,800	

TABLE 7, No. 14.—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Andrews Canal during the Season of Navigation in 1913.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements													
All other animal		65							65		65	65	
Barley													
Buckwheat													
Cement, bricks &c		23								23	23	23	
Coal, hard	448	26							448	26	474	474	
" soft													
Coke													
Corn													
Dressed meats													
Flax													
Flour		32								32	32	32	
Fruits and vegetables													
Hay	295									295	295	295	
Hides and leather													
Household goods	1	2							1	2	3	3	
Iron, pig and bloom													
Iron and steel, all other		301								301	301	301	
Live stock													
Merchandise	13	1,288							13	1,288	1,301	1,301	
Oats		42								42	42	42	
Other mill products													
" packing house products													
" woods	185								185		185	185	
Ore, all other													
" copper													
" iron													
Peas													
Petroleum		1								1	1	1	
Poultry, game and fish													
Potatoes	8								8		8	8	

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TABLE 8.—Statement showing the Classified Tonnage of all kinds of Vessels

SAULT STE.

CANADIAN.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	5,000 to 6,506 tons	1	6,506	1	5,000 to —— tons		
2	4,000 " 5,005 "	3	13,550	2	4,000 " 5,000 "		
3	3,000 " 4,000 "	2	6,800	3	3,000 " 4,000 "		
4	2,000 " 3,000 "	16	36,400	4	2,000 " 3,000 "		
5	1,000 " 2,000 "	66	86,350	5	1,000 " 2,000 "		
6	Under 1,000	47	15,580	6	Under 1,000	23	5,725
	Total	137	165,186		Total	23	5,725

WELLAND

1	250 to 1,905 tons	97	100,950	1	250 to 1,225 tons	28	19,200
2	200 " 249 "	2	400	2	200 " 249 "		
3	150 " 199 "	2	350	3	150 " 199 "	3	475
4	100 " 149 "	2	250	4	100 " 149 "	1	125
5	50 " 99 "	8	600	5	50 " 99 "	3	190
6	Under 50 "	23	510	6	Under 50 "	4	35
	Total	134	103,060		Total	39	20,025

ST. LAWRENCE

1	250 to 1,905 tons	103	100,985	1	250 to 1,226 tons	82	41,009
2	200 " 249 "	5	1,110	2	200 " 249 "	13	3,000
3	150 " 199 "	7	1,250	3	150 " 199 "	33	5,860
4	100 " 149 "	12	1,560	4	100 " 149 "	53	6,720
5	50 " 99 "	30	2,240	5	50 " 99 "	50	4,110
6	Under 50 "	61	1,575	6	Under 50 "	11	395
	Total	218	108,720		Total	242	61,094

RIDEAU, OTTAWA

1	250 to 370 tons	6	1,830	1	250 to 320 tons	7	1,700
2	200 " 249 "			2	200 " 249 "	3	600
3	150 " 199 "	5	860	3	150 " 199 "	43	7,110
4	100 " 149 "	6	650	4	100 " 149 "	29	3,460
5	50 " 99 "	9	525	5	50 " 99 "	15	1,055
6	Under 50 "	35	560	6	Under 50 "	15	275
	Total	61	4,425		Total	112	14,200

passed through the following Canals during the Season of Navigation in 1913.

MARIE CANAL.

United States.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	5,000 to 6,498 tons	73	397,798	1	5,000 to —— tons	....	.....
2	4,000 " 5,000 " ——	86	396,500	2	4,000 " 5,000 "	1	4,650
3	3,000 " 4,000 "	131	451,600	3	3,000 " 4,000 "	....	.....
4	2,000 " 3,000 "	37	98,350	4	2,000 " 3,000 "	1	2,200
5	1,000 " 2,000 "	30	47,050	5	1,000 " 2,000 "	1	1,000
6	Under 1,000 "	20	7,975	6	Under 1,000 "	4	2,200
	Total	377	1,399,273		Total	7	10,050

CANAL.

1	250 to 1,750 tons	57	58,125	1	250 ton 2,040 tons	13	11,125
2	200 " 249 "	4	825	2	200 " 249 "	2	400
3	150 " 199 "	3	525	3	150 " 199 "	1	150
4	100 " 149 "	1	100	4	100 " 149 "	1	100
5	50 " 99 "	10	670	5	50 " 991 "	2	130
6	Under 50 "	30	565	6	Under 50 "	2	30
	Total	105	60,810		Total	21	11,935

CANAL.

1	250 to 1,611 tons	36	35,289	1	250 to 700 tons	7	3,440
2	200 " 249 "	1	240	2	200 " 249 "	....	.....
3	150 " 199 "	2	350	3	150 " 199 "	1	190
4	100 " 149 "	....	.....	4	100 " 149 "	28	3,270
5	50 " 99 "	5	360	5	50 " 99 "	106	10,040
6	Under 50 "	10	240	6	Under 50 "	....	.....
	Total	54	36,479		Total	142	16,940

AND CHAMBLY CANALS.

1	250 to —— tons	....	.....	1	250 to —— tons	....	.....
2	200 " 249 "	....	.....	2	200 " 249 "	....	.....
3	150 " 199 "	....	.....	3	150 " 199 "	6	960
4	100 " 149 "	....	.....	4	100 " 149 "	145	16,210
5	50 " 99 "	....	.....	5	50 " 99 "	331	31,115
6	Under 50 "	1	15	6	Under 50 "	....	.....
	Total	1	15		Total	482	47,285

APPENDIX

DOMINION CANALS

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows:—

First—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)

	Miles.
1. Lachine canal	$8\frac{1}{2}$
Lake St. Louis and River St. Lawrence	16
2. Soulanges canal	14
Lake St. Francis and River St. Lawrence	31
3. Cornwall canal	$11\frac{1}{4}$
River St. Lawrence	5
4. Farran's Point canal	$1\frac{1}{2}$
River St. Lawrence	$9\frac{1}{2}$
5. Rapide Plat canal	$3\frac{3}{8}$
River St. Lawrence	4
6. Galops canal	$7\frac{1}{3}$
River St. Lawrence and Lake Ontario	228
7. Welland canal	$26\frac{3}{4}$
Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c	574
8. Sault Ste. Marie canal	$1\frac{1}{4}$
Lake Superior to Port Arthur	272
Total	1,214
To Duluth	1,336
Chicago	1,240

Second.—Ottawa to Lake Champlain.

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours canals.

Third.—Ottawa to Kingston and Perth.

1. Rideau canal.

Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.

1. Trent canal (not completed).

Fifth.—Ocean to Bras d'Or lakes.

1. St. Peter's canal.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,217 statute miles. The distance to Duluth is 2,339 statute miles. The distance to Chicago, 2,243 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 74 miles; total lockage (or height directly overcome by locks), 553¼ feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farrans' in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

First construction commenced	1821
" completed	1825
First enlargement commenced	1843
" completed	1848
Second enlargement commenced	1873
" completed	1901
Length of canal	8½ statute miles.
Number of locks	5
Dimensions of locks	270 feet by 45 feet.
Total rise of lockage	45 feet.
Depth of water on sills at two locks	18 "
" " at three locks	14 "
Average width of new canal	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent to the River St. Lawrence. They are 1,006 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Construction commenced	1892
Open for traffic	1899
Length of canal	14 statute miles.
Number of locks, lift	4
" " guard	1
Dimensions of locks	280 feet by 45 feet.
Total rise of lockage	84 feet.
Depth of water on sills	15 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "
Number of arc lights	219 of 2,000 c.p. each.

The canal extends from Cascade point to Coteau Landing, overcoming the Cascade, Rapids, Cedar rapid and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges, the distance is sixteen miles.

CORNWALL CANAL.

Fisrt commenced, 9 feet	1844
" opened	1847
Enlargement commenced	1897
" completed	1900
Length of canal	11 statute miles.
Number of locks	6
Dimensions of Locks	270 feet by 75 feet.
Total rise of lockage	48 feet.
Depth of water on sills	14 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

The old lift locks, 200 feet by 55 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis, of 31 miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg Canals.

FARRAN'S POINT CANAL.

First commenced, 9 feet	1844
Opened	1847
Enlargement commenced	1897
" completed	1900
Length of canal	1½ miles.
Number of locks	1 "
New lock	800 feet by 45 feet.
Old lock	200 "
Total rise of lockage	3½ feet.
Depth of water on sills of new lock	14 "
Depth of water on sills of old lock	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

First commenced, 9 feet	1844
" opened	1847
Enlargement commenced	1884
" completed	1897
Length of canal	3⅔ miles.
Number of locks	2 "
Dimensions of locks	270 feet by 45 feet.
Total rise in lockage	11½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	152 ".

The old lift lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 9½ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

First commenced, 9 feet	1844
Opened	1846
Enlargement commenced	1888
" completed	1903
Length of canal	$7\frac{3}{4}$ miles.
Number of locks	3
Dimensions of locks {one of which is a guard lock}	800 by 50. 270 by 45. 303 by 45.
Total rise of lockage	$15\frac{1}{2}$ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable $4\frac{1}{2}$ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Construction begun	1882
Completed	1890
Length between eastern and western pier heads	5 1-6 miles.
Breadth at bottom	80 feet
Breadth at water surface	124
Depth below lowest known lake level	11

No locks.

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinte and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old Line.	Enlarged or New Line.
Length of canal	$27\frac{1}{2}$ miles.	$26\frac{3}{4}$ miles.
Pairs of guard-gates (formerly 3)	2	1
Number of locks lift	26	25
Number of locks guard	1	1
Dimensions	1 lock 270 x 45 1 lock 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 26 ft. 6 in.	270 feet x 45 feet.
Total rise of lockage	$326\frac{3}{4}$ feet	$326\frac{3}{4}$ feet.
Depth of water on sills	$10\frac{1}{4}$ "	14 "

Construction commenced, 8 feet	1824
" completed	1833
Enlargement commenced, 14 feet	1872
" completed	1887

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson cut to River Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 "
Chippewa cut to River Niagara	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 by $26\frac{1}{2}$ feet.
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by $26\frac{1}{2}$ feet. 1 of 300 by 45 " 28 "
Total rise of lockage	10 feet.
Depth of water on sills	9 feet.

PORT MAITLAND BRANCH.

Length of canal	$1\frac{3}{4}$ miles.
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Total rise of lockage	7 feet.
Depth of water on sills	$7\frac{1}{2}$ "

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, $11\frac{3}{4}$ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Construction commenced	1888
Opened for traffic	1895
Length of canal, between the extreme ends of the entrance piers	7,472 feet.
Number of locks	1
Dimensions of locks	900 feet by 60 feet.
Depth of water on sills (at lowest known water level)	18 feet 3 inches.
Total rise of lockage	18 feet.
Breadth of canal at bottom	141 feet 8 inches.
Breadth at surface of water	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior. The masonry pier of the bridge carrying the Canadian Pacific Railway over the canal, which stood in the channel of the canal, forming an obstruction to navigation, has been removed; the swing now spanning the full width of the channel or prism of the canal.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

Ottawa River Canals.

The Ste. Anne's lock.	Grenville canal.
Carillon canal.	Rideau canal.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal	8½	
From Lachine to Ste. Anne's lock	15	23½
Ste. Anne's lock and piers	⅛	23⅝
Ste. Anne's lock to Carillon canal	27	50⅝
The Carillon canal	¾	51⅜
The Carillon to Grenville canal	6¼	57⅝
The Grenville canal	5¾	63⅜
From the Grenville canal to entrance of Rideau navigation	56	119¾
Rideau navigation ending at Kingston	126¼	245⅝

STE. ANNE'S LOCK.

Construction commenced	1814
" completed	1816
Rebuilt of wood	1833
" in masonry	1843

	Old Lock.	New Lock
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1	1
Dimensions of locks	190 x 45 feet.	200 x 45 feet.
Total rise or lockage	3 feet.	3 feet.
Depth of water on sills	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Construction commenced	1819
" completed	1833
Enlargement commenced	1871
" completed	1887
Length of canal	$\frac{3}{4}$ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet.
Total rise or lockage	16 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Construction commenced	1819
" completed	1833
Enlargement commenced	1871
" completed	1887
Length of canal	$5\frac{3}{4}$ miles.
Number of locks	5
Dimensions of locks	200 x 45 feet.
Total rise or lockage	$43\frac{3}{4}$ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 "

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

Construction commenced	1826
" completed	1832

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigation waters			$126\frac{1}{4}$ miles.
Number of locks going from Ottawa to Kingston			35 ascending. 14 descending.
Total lockage	$457\frac{1}{2}$ feet	$292\frac{1}{2}$ rise and $165\frac{1}{4}$ fall	at low water.
Dimensions of locks			134 x 33 feet
Depth of water on sills			5 feet.
Navigation depth through the several reaches			5 "
Breadth of canal reaches at bottom			60 ft. in earth. 54 feet in rock.
Breadth of canal at surface of water			80 feet in earth

PERTH BRANCH.

Construction commenced	1883	
" completed	1892	
Length of canal	7	Miles.
Number of locks	2	
Dimensions of locks	134 feet x 33 feet.	
Total rise or lockage	26 "	
Depth of water on sills	5 "	6 inches.
Length of dam	200 "	
Breadth of canal at botton	40 "	in rock.
	60 "	in clay.
Breath of canal at surface of water	80 "	

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the source of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolfe lake system.

2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.

3. The southwest descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin of Chambly; thence by the Chambly canal, to St. Johns, and up the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

Section of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours lock	14	14
St. Ours lock to Chambly canal	32	46
Chambly canal	12	58
Chambly canal to boundary line	23	81
Boundary line to Champlain canal	111	192
Champlain canal to junction with Erie canal	66	258
Erie canal, from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK DAM.

Construction commenced	1844
" completed	1849
Length	$\frac{1}{8}$ mile.
Number of locks	1
Dimensions of lock	200 feet by 45 feet.
Total rise of lockage	5 feet.
Depth of water on sills	7 feet at low water.
Length of dam in eastern channel	300 "
Length of dam in western channel	690 "

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Construction commenced	1831	
" completed	1843	
Length of canal	12 miles.	
Number of locks	9	
Dimensions of locks:—		
Guard lock, No. 1, at St. Johns	122 feet.	
Lift " 2	124 "	From $22\frac{1}{2}$ to 24 feet wide.
" " 3, 4, 5, 6	118 "	
" " 7, 8, 9 combined	125 "	
Total rise or lockage	74 "	
Depth of water on sills	$6\frac{1}{2}$ "	
Breadth of canal at bottom	36 "	
Breadth of canal at surface of water	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 155 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections

of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 174 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches:

From Trenton, Bay of Quinte to Nine Mile rapids	—	9
Nine Mile rapids to Percy Landing	19½	—
Percy landing to Heeley's Falls dam	—	14½
Heeley's Falls dam to Peterborough	51¾	—
Peterborough to Lakefield	—	9½
Lakefield to a point across Balsam lake	61	—
	132¼	33

Total distance, Bay of Quinté to a point across Balsam lake 165¼

From Sturgeon point on Sturgeon lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog 27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young's point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon falls and Rosedale; also dams at Lakefield, Young's point, Burleigh falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine mile rapids of the River Otonabee maintains navigation on Lake Katchewannoe up to Young's point.

At Young's point, 5 miles from Lakefield, the dam between Lake Katchewannoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal.

At Burleigh rapids, 10 miles from Young's point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15¾ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level to Fenelon falls.

At Fenelon falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks, with their dimensions:—

1 Lock at Rosedale (maintained by the Ontario government), 100′ x 30′ x 4′ 6′ to 6′ 6″ depth water on mitre sill.

2	Locks at	Fenelon	134′x33′x5′ 0″ to 7′ 6″	deep water on	mitre sill
1	"	Lindsay	134′x33′x5′ 0″ to 7′ 6″	"	"
1	"	Bobcaygeon	134′x33′x5′ 8″ to 7′ 0″	"	"
1	"	Buckhorn	134′x33′x5′ 0″ to 9′ 0″	"	"
1	"	Lovesick	134′x33′x5′ 0″ to 9′ 4″	"	"
2	"	Burleigh	134′x33′x6′ 0″ to 8′ 0″	"	"
1	"	Young's point	134′x33′x5′ 0″ to 14′ 0″	"	"
1	"	Peterborough	134′x33′x5′ 0″ to 10′ 0″	"	"
1	"	Hastings	134′x33′x7′ 0″ to 10′ 6″	"	"
1	"	Chisholms	134′x33′x5′ 0″ to 8′ 6″	"	"

13

ST. PETER'S CANAL, CAPE BRETON.

Construction commenced	1854
" completed	1869
Enlargement begun	1875
" completed	1881
Length of canal about 2,600 feet.	
Breadth at water line	50 feet.
Lock	One tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 "
Extreme rise and fall of tide in St. Peter's bay	7 "

This canal connects St. Peter's bay on the northern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

BEAUHARNOIS CANAL.

Construction begun	1842
" completed	1845
Length of canal	12 statute miles.
Number of locks	9
Dimensions of locks	200 feet by 45 feet.
Total rise or lockage	82½ "
Depth of water on sills	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	120 "

As the new Soulanges canal is now opened for navigation, the Beauharnois canal is abandoned for navigation purposes.

EARLIER CANALS.

A system of three canals preceded the Beauharnois. These were:—

COTEAU DU LAC CANAL.

Construction commenced	1779
" completed	1780

SPLIT ROCK CANAL.

Construction commenced	1779
" completed	1780

CASCADE POINT CANAL.

Construction commenced	1782
" completed	1783

The locks were 20 x 6 feet, and provided for a draft of 2 feet. In 1814 the work of widening them to 12 feet was begun, and finished in 1817.

Two canals were also constructed off Burlington Bay, Ontario. They were:

BURLINGTON BAY CANAL.

Construction commenced	1825
" completed	1832

DESJARDINS CANAL.

Construction commenced	1826
" completed	1837

Neither of these canals required locks. They have for many years been abandoned. The depth of water provided in the first instance was $7\frac{1}{2}$ feet.

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RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1913

(From sworn Returns furnished by the several Railway Companies.)

A. W. CAMPBELL,
Deputy Minister of the Department of Railways and Canals

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1914

[No. 20*b*—1914.]

To Field Marshal, His Royal Highness Prince Arthur William Patrick Albert, Duke of Connaught and of Strathearn, Earl of Sussex (in the Peerage of the United Kingdom), Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; a Member of the Most Honourable Privy Council; Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.

May it please Your Royal Highness:

The undersigned has the honour to present to your Royal Highness the Annual Report of the Comptroller of Statistics for the year ended June 30, 1913.

F. COCHRANE,

Minister of Railways and Canals.

To the Honourable F. COCHRANE,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the railway interests of Canada for the year ended June 30, 1913.

I have the honour to be, sir,
Your obedient servant,

A. W. CAMPBELL,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,

OTTAWA, November 17, 1913.

A. W. CAMPBELL, Esq., C.E.,

Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Railway Statistics for the year ended June 30, 1913.

Sworn returns were received from all railways operating in Canada, and they disclose a year of unprecedented expansion. The character of that expansion will be dealt with in the various divisions of this introductory analysis, as well as in the tables constituting the body of this report.

RAILWAY MILEAGE.

As compared with 1912 there was an increase in operating mileage of 2,577.30 miles, which brought the total up to 29,303.53.

Part of the increment for 1913 is accounted for by the bringing into the report of 1,395.77 miles of the Grand Trunk Pacific. On a succeeding page the facts, by Provinces, will appear with regard to the additions to operating mileage.

Every effort was made to ascertain the facts with regard to railway mileage under construction, and the results are as follows:—

Province.	Surveyed.	Under Contract.	Completed.	In Operation.	Total.
Alberta	2,001·13	1,667·40	1,064·66	.....	4,733·19
Saskatchewan	1,951·80	1,305·19	750·48	.....	4,007·47
Manitoba	47·60	700·32	30·60	93·72	872·24
British Columbia	1,433·80	1,600·11	837·52	13·00	3,884·43
Ontario	459·84	2,124·59	226·21	165·94	2,976·58
Quebec	523·00	966·49	28·00	.....	1,517·49
New Brunswick	137·70	120·00	16·90	269·30	543·90
Nova Scotia	3·00	107·30	2·00	.....	112·30
Total	6,557·87	8,591·40	2,956·37	541·96	18,647·60

The foregoing figures show a very large increase of mileage under construction. The mileage reported in 1912 was 8,825.80. It may be explained that the mileage returned as being in operation has reference to lines still in the hands of the contractors, although permitted to handle traffic, and not included in this report.

Statistics with respect to electric railways will be found toward the end of these introductory observations, and in the tables following those relating to steam railways.

The history of railway mileage in Canada is here brought down to the year 1913:—

Year.	Miles in operation.	Year.	Miles in operation.
1835	0	1874	4,331
1836	16	1875	4,804
1837	16	1876	5,218
1838	16	1877	5,782
1839	16	1878	6,226
1840	16	1879	6,858
1841	16	1880	7,194
1842	16	1881	7,331
1843	16	1882	8,697
1844	16	1883	9,577
1845	16	1884	10,273
1846	16	1885	10,773
1847	54	1886	11,793
1848	54	1887	12,184
1849	54	1888	12,163
1850	66	1889	12,628
1851	159	1890	13,151
1852	205	1891	13,838
1853	506	1892	14,564
1854	764	1893	15,005
1855	877	1894	15,627
1856	1,414	1895	15,977
1857	1,444	1896	16,270
1858	1,863	1897	16,550
1859	1,994	1898	16,870
1860	2,065	1899	17,250
1861	2,146	1900	17,657
1862	2,189	1901	18,140
1863	2,189	1902	18,714
1864	2,189	1903	18,988
1865	2,240	1904	19,431
1866	2,278	1905	20,487
1867	2,278	1906	21,353
1868	2,270	1907	22,452
1869	2,524	1908	22,966
1870	2,617	1909	24,104
1871	2,695	1910	24,731
1872	2,899	1911	25,400
1873	3,832	1912	26,727
		1913	29,304

The distribution of the operating mileage for 1913, by Provinces, was as follows:—

Provinces.	Miles.	Increase.
Nova Scotia	1,359·97	2·49
Prince Edward Island	279·23	9·00
New Brunswick	1,544·67	·43*
Quebec	3,986·03	103·42
Ontario	8,999·76	454·20
Manitoba	3,993·28	472·86
Saskatchewan	4,650·96	897·11
Alberta	2,212·22	315·58
British Columbia	1,950·92	92·39
Yukon	101·71	
In United States	224·78	224·78
	29,303.53	2,577·80

*Decrease.

It is necessary to explain the item with respect to mileage in the United States. This relates entirely to lines which cross American territory in passing from one point in Canada to another, as, for example, the Canadian Pacific and the Canadian Northern. Such lines are operated wholly for the purposes of Canadian traffic, although not heretofore included in Canadian mileage. There is a very large additional mileage in the United States, owned and operated by Canadian railways, of which no account is taken in these statistics; but it was deemed proper to take in this particular mileage for the reason stated. It is a case in which actual rather than geographical conditions have governed.

It will be observed that 70 per cent of the increase in operating mileage for 1913 applied to the Provinces west of Ontario.

The growth of railway mileage by Provinces since 1907 is shown in the following table:—

Province.	1907.	1908.	1909.	1910.	1911.	1912.	191
Ontario	7,638	7,933	8,229	8,230	8,322	8,546	9,000
Quebec	3,516	3,574	3,663	3,795	3,882	3,883	3,986
Manitoba	3,074	3,111	3,205	3,221	3,466	3,520	3,993
Saskatchewan	2,025	2,081	2,631	2,932	3,121	3,754	4,651
Alberta	1,323	1,323	1,321	1,488	1,494	1,897	2,212
British Columbia	1,686	1,733	1,796	1,832	1,842	1,855	1,951
New Brunswick	1,503	1,509	1,547	1,522	1,548	1,545	1,545
Nova Scotia	1,329	1,344	1,351	1,351	1,354	1,357	1,359
Prince Edward Island	267	267	269	269	269	269	279
Yukon	91	91	91	91	102	102	102
In United States							225

There was really an addition in 1913 of 427 miles in Alberta. In 1912 the mileage of the Alberta Railway & Irrigation was returned by both that Company and the Canadian Pacific, and was duplicated before the mistake was discovered. This year it is incorporated with the mileage of the Canadian Pacific, the line having been taken over by that Company.

There was an increase of 232 miles in second track in 1913, as compared with 142 miles in 1912. This addition is significant. The total of double track in the Dominion reached 1,984 miles in 1913.

Yard track and sidings were increased by 786 miles during the year, bringing the total up to 6,935.

The figures with respect to second track and yard track and sidings since 1907 are as follows:—

	1907.	1908.	1909.	1910.	1911.	1912.	191
Double track	1,067	1,211	1,464	1,543	1,610	1,752	1,984
Yard track and sidings	4,092	4,546	4,761	5,155	5,550	6,149	6,935

Combining single track, second track and yard track and siding mileage, the totals since 1907 are as follows:—

Year.	Miles.	Increase.
1907	27,967	
1908	29,068	1,101
1909	30,329	1,261
1910	31,429	1,100
1911	32,559	1,130
1912	34,629	2,070
1913	38,223	3,594

It will be seen that the additions since 1907 represent a very material betterment of transportation facilities throughout the Dominion.

Detailed information with respect to railway mileage will be found in Tables 1, 2 and 3.

RAILWAY CAPITAL.

The additions to railway capital during the year amounted to $100,483,633, and were divided as follows: Stocks $47,882,910; Funded Debt $52,600,723.

Funded Debt was distributed as follows:—

Bonds	$557,905,562
Miscellaneous obligations	5,691,957
Income bonds	26,919,933
Equipment trust obligations	22,739,500
Total	$613,256,952

The figures with respect to funded debt in the foregoing statement are made to conform with the total in Table 4; but they will not agree with those in the analysis about to be made. The reason for this is the inclusion of the capital of the Grand Trunk Pacific System in Table 4, while in succeeding paragraphs the stocks and bonds of that system are incorporated with lines regarded as being under construction. This course is quite necessary if misleading conclusions are to be avoided.

There was an increase of $6,521,617 in equipment trust obligations during the year, which reveals a growing disposition on the part of the larger railways to adopt this somewhat modern and popular form of purchasing additions to rolling stock.

The additions during the year brought the capital account of operating railways on June 30, up to the following position:—

Stocks	$729,374,516
Funded debt	477,290,834
Consolidated debenture stock	163,257,224
Total	$1,369,992,574

There were also on June 30 stocks and bonds outstanding on account of lines under construction as follows:—

Stocks	$ 30,270,500
Funded debt	148,063,722
Total	$178,334,222

Combining the facts with regard to the capitalization of operating lines and lines under construction, following is the result:—

Stocks	$759,645,016
Debenture stock (C.P.R.)	163,257,224
Funded debt	625,354,556
Total	$1,548,256,796

It is probable there was a small amount of additional funded debt outstanding on June 30 last in connection with lines under construction; but the foregoing was definitely ascertained.

As you are aware, the Statistical Branch of this Department has for two or three years past been engaged on a comprehensive and careful reconstruction of the capital statement of railways. That work is now complete. It has involved the elimination of all dead issues of stocks and bonds, as well as duplication. Of the latter there was a considerable volume. Without going into a mass of details, following is the revised account with respect to operating railways:—

STOCKS.

Dividend paying	$421,072,361
Non-dividend	308,302,155
Amount of dividends	27,333,373
Per cent on dividend paying	6.45
Per cent on all stocks	3.72
Per mile of line—all stocks	28,771

FUNDED DEBT.

Total outstanding	$477,820,834
Per mile of operating line affected	18,209

CONSOLIDATED DEBENTURE STOCK.

Amount outstanding (C.P.R.)	$163,257,224
Interest	6,337,188
Per mile of line affected	14,187

It was not possible to ascertain the total amount of interest paid during the year on account of funded debt. Some of the payments do not come into the returns of railways, as, for example, in the case of bonds held by the owners of lines and by contractors. It may be stated, however, that the interest was actually paid on all outstanding bonds.

Interest payments on funded debt, as returned in the statements of railways, amounted to $17,980,913. On the bonds to which these payments had reference the average rate of interest was 4.04 per cent.

Stocks, bonds and debenture stock combined, averaged $61,167 per mile for the lines against which the liability actually existed.

The mileage to which the foregoing calculations refer was 25,351 as applied to stocks, and 24,427 in the case of funded debt. The difference between these figures and the 29,304 shown as the operating mileage in Canada on June 30 last is accounted for mainly by the mileage of the Grand Trunk Pacific (owing to the impracticability of separating the proportion in operation from that under construction, the liability being on the whole) and Government owned lines.

An explanation will here be pertinent with respect to the consolidated debenture stock of the Canadian Pacific Railway, referred to in foregoing paragraphs. This security has heretofore been classified under the head of funded debt. It is now placed in a class by itself. The reason for this action lies in the character of the stock. It is unique. The Company engages to pay four per cent interest on the principal, and this interest is secured by a lien on all the railway property. In the case of ordinary bonds and debenture stocks the mortgage is for both principal and interest. There is also this further and fundamental distinction: While the lien in ordinary bonds is for a stipulated period, the consolidated debenture stock of the Canadian Pacific is perpetual. In view of the facts, the change indicated has been made.

The following table will show the mileage and capital cost of Government owned and operated lines:—

Government Lines.	Miles of Line.	Capital Cost.	Cost per Mile.
		$	$
Intercolonial	1,463	97,138,379	66,397
Prince Edward Island	279	8,790,794	31,508
Temiskaming and Northern Ontario	331	19,065,114	57,599
New Brunswick Coal and Railway	58	1,936,600	33.217

Following is a table showing the facts with respect to the capital liability of Canadian Railways since 1876:—

Year.	Stocks.	Debenture Stock	Funded Debt.	Total.
	$	$	$	$
1876	180,955,657		76,079,531	257,035.188
1877	182,578,994		79,676,382	262,255,376
1878	191,331,767		83,710,938	275,042,705
1879	192,674,553		81,151,628	273,826.181
1880	189,956,177		80,661,316	270,617,493
1881	199,527,981		84,891,313	284,419,293
1882	216,468,465		92,487,932	306,956,397
1883	269,092,615		102,134,295	371,226.910
1884	285,077,822		109,310,963	394,388,785
1885	312,183,162		141,370,963	453,553,125
1886	317,141,948		169,359,306	486,501,254
1887	324,128,738		194,801,553	518,930.291
1888	327,493,882		228,617,728	556,111.610
1889	332,559,672		261,675,226	584,234.898
1890	338.177,386		266,885,707	605,063.093
1891	339,769,786		292,291,654	632,061,440
1892	344,400.282		305,120,200	649,520,482
1893	371,877,287		307,225,888	679,103,175
1894	361,760,508		327,003,803	688,764,311
1895	361,449,590		330,785,546	692,235,136
1896	361,075,340		336,137,601	697,212,941
1897	367,611,048		348,834,086	716,445,134
1898	378,151,790		354,946,865	733,098,655
1899	391,300,360		362,053,495	753,353,855
1900	410,326,095		373,716,704	784,042,799
1901	424,414,314		391,696,523	816,110,837
1902	460,401,863		404,806,847	865,208,710
1903	483,770,312		424,100,762	907,871,074
1904	492,752,530		449,114,035	941,866,565
1905	526,353,951		465,543,967	991,897,918
1906	561,655,395		504,226,234	1,065,881,629
1907	588,563,591		583,369,217	1,171,937,808
1908	607,891,349		631,869,664	1,239,761,013
1909	647,534,647		660,946,769	1,308,481,416
1910	687,557,387		722,740,300	1,410,297,687
1911	749,207,687		779,481,514	1,528,689,201
1912	770,459,351		818,478,175	1,588,937,526
1913	755,316,516	163,257,224	613,256,952	1,531,830.692

The figures for 1913 must be interpreted in the light of the facts given in preceding paragraphs, and in view of the elimination of $63,025,745 from the stocks column, $94,564,722 from the funded debt column, and the transfer of $163,257,224 of debenture stock from funded debt to a new class.

The relationship of dividends and net earnings to share capital during the past six years is shown in the following tables:—

Year.	Debenture Stock.	Interest on Debenture Stock.	Stocks.	Dividends on Stocks.	Per cent on Stocks.
	$	$	$	$	
1907			588,568,591	12,760,435	2·17
1908			607,891,349	12,955,243	2·11
1909			647,534,647	19,230,126	2·97
1910			687,557,387	21,747,914	3·16
1911			749,207,687	30,577,740	4·08
1912			770,459,351	31,164,791	4·04
1913	163,257,224	6,337,188	755,316,516	27,333 373	3·72

	Net Earnings.	Stocks and Debenture Stock.	Per cent.
	$	$	
1907	42,989,537	588,568,591	7·30
1908	39,614,171	607,891,349	6·51
1909	40,456,252	647,534,647	6·24
1910	53,550,777	687,557,387	7·78
1911	57,698,709	749,207,687	7·70
1912	68,677,213	770,459,351	8·91
1913	74,671,160	918,573,740	8·13

The figures for the years prior to 1913 are left in the table for the sake of the facts with regard to dividends, and because a value, for purposes of comparison, attaches to the other data. It must be borne in mind, however, that the interest on the debenture stock of the Canadian Pacific Railway was included in the total of dividends prior to 1913. It is now separated for the first time. The net increase in dividends on stocks for the year was $2,193,060. The increase of interest on debenture stock was $312,710.

The net earnings given in the foregoing table are the difference between gross earnings and operating expenses. That difference is popularly regarded as net earnings; but this year, for the first time, is given a statement of income account in accordance with the prescribed form of the Department, which will show the proper net balance.

Details with regard to the capitalization of railways will be found in Table 4.

AID TO RAILWAYS.

Cash aid to railways was given during the year to the amount of $9,758,084.33. This sum was distributed as follows:—

By the Dominion	$9,176,234 33
By the Provinces	554,500 00
By Municipalities	27,350 00
Total	$9,758,084 33

There is an unavoidable discrepancy in two succeeding tables with respect to the aid given by Provinces. It arose in the records between 1875 and 1890, and cannot now be adjusted.

The account respecting cash subsidies stood, on June 30, as follows:—

Year.	Dominion.	Provinces.	Municipalities.
	$ cts.	$ cts.	$ cts.
1876	*18,564,352 37	4,203,240 43	5,384,005 70
1877	16,235,185 33	4,338,498 02	5,606,799 31
1878	26,438,914 96	14,292,002 29	5,877,078 63
1879	26,438,914 96	14,593,001 91	7,408,478 63
1880	32,761,920 65	17,639,206 60	8,310,944 63
1881	37,629,207 33	a16,676,266 29	8,395,944 63
1882	37,731,208 33	17,044,628 91	9,080,944 63
1883	49,548,639 93	18,342,102 80	9,617,055 94
1884	†78,123,918 18	19,836,055 93	9,875,055 94
1785	92,762,967 17	19,137,719 93	11,034,450 43
1886	87,426,814 52	19,338,679 93	11,320,892 43
1887	91,228,674 03	21,204,993 01	11,500,892 43
1888	c90,644,574 40	23,342,758 82	11,625,050 43
1889	91,888,491 21	24,036,306 80	11,699,724 43
1890	93,889,277 76	25,086,285 41	11,786,224 43
1891	96,529,524 07	25,731,965 43	11,907,009 43
1892	97,601,639 53	26,997,435 78	14,139,234 90
1893	100,422,165 09	28,229,355 49	14,272,456 90
1894	102,087,290 06	29,368,697 75	14,374,610 90
1895	‡103,451,148 93	29,727,512 63	14,376,686 90
1896	101,961,763 91	30,055,946 30	14,463,756 90
1897	102,458,434 71	31,171,346 65	15,902,367 90
1898	103,878,261 66	31,495,555 48	15,928,167 90
1899	107,030,639 24	31,656,725 57	16,005,429 28
1900	107,760,795 70	31,310,170 06	16,173,393 43
1901	110,225,503 43	32,395,522 67	16,302,514 45
1902	112,324,091 13	33,145,320 84	16,539,104 03
1903	113,791,113 41	32,809,728 41	16,651,044 46
1904	115,875,668 31	34,496,917 84	17,346,634 36
1905	117,145,511 67	40,415,630 27	17,420,085 65
1906	118,474,316 04	43,278,022 12	17,576,538 15
1907	128,827,648 77	b35,123,130 80	17,601,945 77
1908	133,049,376 07	35,191,414 80	17,637,827 21
1909	135,549,987 71	35,588,526 15	17,824,823 60
1910	d146,932,179 71	35,837,060 16	17,983,823 60
1911	148,217,071 75	35,919,360 16	18,042,823 60
1912	e154,075,235 09	35,945,515 16	18,051,323 60
1913	163,251,469 42	36,500,015 16	18,078,673 60

*Included loan $2,311,666.67 to Northern Railway; not reported after this year.

†Included loan $29,880,912 to C. P. Railway, not reported later.

cEastern extension $1,284,495.76 now included in I. C. Railway.

‡Incorrect total of $2,394,000 shown to the North Shore Railway.

aDecrease of $1,044,000 by N. B. Government to St. John and Maine Railway.

bThis amount does not include the cost of the Temiskaming and Northern Ontario Railway, ($10,570,549) as formerly.

dThis includes $10,000,000 loaned to the Grand Trunk Pacific Railway Company under authority of chap. 19 of the statutes of 1909.

eThis amount includes a payment of $4,994,416.66 to the Grand Trunk Pacific under the Implement clause of the agreement between Government and the Company.

Following is an analysis of the cash subsidies paid by the various Provinces since 1875:—

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia.	Manitoba.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1875							
1876	1,884,719 43	228,521 00		2,000,900 00			4,203,240 43
1877	1,838,677 02	336,821 00		2,163,000 00			4,338,498 02
1878	2,229,639 02	1,192,013 27	818,750 00	2,730,000 00			6,970,402 29
1879	2,549,639 02	1,192,013 27	818,750 00	2,730,000 00			7,290,402 29
1880	2,992,037 02	1,415,493 27	818,750 00	2,754,000 00			7,970,280 29
1881	3,183,037 02	1,578,443 27	823,330 00	2,754,000 00			8,338,810 29
1882	3,702,537 02	1,600,992 27	823,330 00	2,763,665 00			8,890,524 29
1883	3,792,611 69	2,116,540 11	823,330 00	2,763,665 00			9,496,146 80
1884	4,012,908 02	2,186,125 91	1,578,601 00	3,180,465 00			10,958,989 93
1885	4,504,984 52	2,428,239 41	1,628,601 00	3,466,165 00			12,027,989 93
1886	5,983,985 52	2,705,714 41	1,628,601 00	3,475,165 00			14,179,715 93
1887	5,984,007 52	3,276,071 81	1,653,903 68	3,865,165 00		386,250 00	16,674,174 01
1888	5,948,007 52	4,788,319 41	1,654,776 13	4,243,091 89	37,500 00	1,945,000 00	18,572,701 95
1889	5,948,007 52	4,784,105 41	1,913,495 09	4,261,245 10	37,500 00	1,981,000 00	18,961,353 12
1890	6,014,015 52	5,166,365 33	1,952,195 87	4,208,965 48	37,500 00	2,380,690 00	19,831,732 56
1891	6,069,565 12	6,237,866 03	2,005,865 87	4,311,385 18	37,500 00	2,390,690 00	21,052,872 20
1892	6,171,181 44	7,583,060 76	2,099,404 77	4,365,355 71	37,500 00	2,390,690 00	22,647,192 68
1893	6,391,932 74	7,864,561 83	2,121,944 55	4,425,281 81	37,500 00	2,623,286 77	23,464,507 70
1894	6,402,738 24	9,345,115 38	2,125,344 55	4,432,481 81	37,500 00	2,625,561 77	24,968,741 75
1895	6,747,685 24	9,984,348 09	2,158,847 10	4,453,800 00	37,500 00	2,625,561 77	26,007,742 20
1896	6,932,388 24	10,072,942 06	2,208,847 10	4,455,780 00	37,500 00	2,625,561 77	26,333,019 17
1897	7,119,065 63	10,859,484 01	2,258,847 10	4,462,670 71	37,500 00	2,625,561 77	27,363,129 22
1898	7,200,003 59	11,100,334 88	2,304,847 10	4,499,010 71	37,500 00	2,625,561 77	27,767,258 05
1899	7,281,129 63	11,206,833 10	2,204,847 10	4,506,040 71	37,500 00	2,703,061 77	28,039,412 31
1900	7,406,992 59	11,217,864 63	2,204,847 10	4,529,040 71	37,500 00	2,789,061 77	28,285,306 80
1901	7,819,928 65	11,590,489 84	2,522,847 10	4,529,040 71	37,500 00	2,796,837 02	29,296,643 32
1902	8,392,817 69	11,995,282 16	2,582,847 10	4,542,939 71	37,500 00	2,796,888 02	30,348,274 68
1903	8,512,578 04	12,163,285 66	3,568,445 35	4,569,937 71	37,500 00	2,872,887 02	31,724,633 78
1904	8,512,578 04	12,163,285 66	3,568,445 35	4,569,937 71	37,500 00	2,872,887 02	31,724,633 78
1905	8,562,504 47	12,259,285 66	3,991,192 75	4,580,934 71	37,500 00	2,872,887 02	32,304,304 61
1906	8,737,722 41	12,304,470 16	4,425,267 20	4,585,537 71	121,135 00	2,872,887 02	33,047,019 50
1907	8,739,796 04	12,304,470 16	6,274,498 20	4,616,237 71	127,135 00	2,872,887 02	34,935,024 13
1908	8,783,296 04	12,304,470 16	6,324,400 75	4,707,486 71	780,209 00	2,872,887 02	35,872,749 68
1909	9,038,296 03	12,328,196 52	6,336,788 75	4,807,486 71	786,209 00	2,878,887 02	36,169,864 03
1910	9,198,616 04	12,328,196 52	6,384,299 75	4,851,486 71	792,209 00	2,878,887 02	36,424,395 04
1911	9,204,616 04	12,333,196 52	6,384,299 75	4,907,486 71	798,209 00	2,878,887 02	36,506,695 04
1912	9,204,616 04	12,333,196 52	6,440,454 75	4,907,486 71	804,209 00	2,878,887 02	36,532,850 04
1913	9,554,616 04	12,333,196 52	6,440,454 75	4,907,486 71	1,008,707 00	2,878,887 02	37,067,350 04

The cash aid given by municipalities is shown, by Provinces, in the following table:—

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia.	Manitoba.	Northwest Territories.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1875	3,774,620 13	513,000 00	.....	127,500 00	.....	.....	.....	4,415,120 13
1876	4,460,505 70	513,000 00	.....	210,500 00	.....	.....	.....	5,384,005 70
1877	4,748,299 31	635,000 00	.....	223,500 00	.....	.....	.....	5,606,799 31
1878	5,085,434 01	1,323,144 62	175,000 00	293,500 00	.....	.....	.....	6,877,078 63
1879	5,407,934 01	1,532,044 62	175,000 00	293,500 00	.....	.....	.....	7,408,478 63
1880	5,988,300 01	1,854,144 62	175,000 00	293,500 00	.....	.....	.....	8,310,944 63
1881	5,988,300 01	1,864,144 62	250,000 00	293,500 00	.....	.....	.....	8,395,944 63
1882	6,673,300 01	1,864,144 62	250,000 00	293,500 00	.....	.....	.....	9,080,944 63
1883	6,948,411 32	2,125,144 62	250,000 00	293,500 00	.....	.....	.....	9,617,055 94
1884	7,178,411 32	2,150,144 62	250,000 00	296,500 00	.....	.....	.....	9,875,055 94
1885	8,027,805 81	2,195,144 62	250,000 00	296,500 00	.....	265,000 00	.....	11,034,450 43
1886	8,207,805 81	2,255,986 62	250,000 00	296,500 00	.....	480,600 00	.....	11,310,892 43
1887	8,055,305 81	2,380,986 62	250,000 00	296,500 00	37,500 00	480,600 00	.....	11,500,892 43
1888	8,055,305 81	2,495,144 62	250,000 00	296,500 00	37,500 00	490,600 00	.....	11,625,050 43
1889	8,055,305 81	2,569,818 62	250,000 00	296,500 00	37,500 00	490,600 00	.....	11,699,724 43
1890	8,085,305 81	2,626,318 62	250,000 00	296,500 00	37,500 00	490,600 00	.....	11,786,224 43
1891	8,120,305 81	2,644,418 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	11,907,009 43
1892	10,261,244 37	2,735,714 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,139,243 99
1893	10,289,453 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,272,456 99
1894	10,391,607 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,374,610 99
1895	10,393,683 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,376,686 99
1896	10,480,753 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,463,756 99
1897	11,890,364 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,600 00	.....	15,902,367 99
1898	11,916,164 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,600 00	22,261 29	16,005,429 28
1899	11,971,164 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,600 00	22,261 29	16,173,303 45
1900	12,050,164 37	2,865,718 62	370,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,302,514 45
1901	12,102,164 37	2,942,929 62	370,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,539,104 03
1902	12,163,164 37	3,118,519 20	370,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,651,044 46
1903	12,189,104 80	3,118,519 20	456,559 17	336,500 00	37,500 00	490,600 00	22,261 29	17,346,634 36
1904	12,862,147 80	3,125,727 17	471,898 10	336,500 00	37,500 00	490,600 00	22,261 29	17,420,085 65
1905	12,930,290 18	3,126,036 08	471,898 10	341,500 00	162,952 50	490,600 00	22,261 29	17,576,538 15
1906	12,961,290 18	3,126,036 08	471,898 10	341,500 00	171,952 50	490,600 00	22,261 29	17,601,945 77
1907	12,966,197 80	3,127,536 08	481,898 10	341,500 00	180,952 50	490,600 00	22,261 29	17,637,827 21
1908	12,983,079 24	3,137,536 08	481,898 10	341,500 00	189,952 50	490,600 00	22,261 29	17,824,823 60
1909	13,161,075 63	3,137,536 08	481,898 10	341,500 00	198,952 50	490,600 00	22,261 29	17,983,823 60
1910	13,311,075 63	3,137,536 08	481,898 10	341,500 00	207,952 50	490,600 00	22,261 29	18,042,823 60
1911	13,361,075 63	3,137,536 08	481,898 10	341,500 00	216,452 50	490,600 00	22,261 29	18,051,323 60
1912	13,361,075 63	3,137,536 08	481,898 10	341,500 00	223,202 50	490,600 00	22,261 29	18,078,673 60
1913	13,361,075 63	3,158,136 08	481,898 10	341,500 00				

SESSIONAL PAPER No. 20b

Following is an analysis of the various forms in which cash aid has been given to railways by the Dominion, by the Provinces and by Municipalities:—

DOMINION.

Cash subsidies	$ 89,735,145 63
Loans	25,576,533 33
Cost of lines handed over to C.P.R.	37,785,319 97
Paid to Quebec Government	5,160,053 83
Implement Clause, G.T.P. agreement	4,994,416 66
Total	$163,251,469 42

The Dominion Government is also constructing the Eastern Division of the National Transcontinental Railway, on which an expenditure of $130,200,-684.92 had taken place up to March 31, 1913.

PROVINCES.

Cash subsidies	$ 33,449,985 16
Loans	2,750,030 00
Subscriptions to shares	300,000 00
Total	$ 36,500,015 16

MUNICIPALITIES.

Cash subsidies	$ 12,834,674 98
Loans	2,404,498 62
Subscriptions to shares	2,839,500 00
Total	$ 18,078,673 60

LAND GRANTS.

Following have been the land grants to railways:—

	Acres.
By the Dominion	31,864,074
By the Province of Quebec*	1,146,150
By the Province of British Columbia	8,119,221
By the Province of New Brunswick	1,647,772
By the Province of Nova Scotia	160,000
By the Province of Ontario	624,232
Total	43,561,449

*See explanatory paragraph.

An explanation is necessary in the case of the Province of Quebec. The land grants by that Province have been on a different basis from that adopted by the other Provinces. The record, as officially reported, is as follows:—

Acres granted—convertible	13,324,950
Converted at 52½ cents per acre	6,995,599
Amount of conversion	$4,557,728
Acres granted—not convertible	7,597,024
Acres alienated—not convertible	1,146,150

The facts with respect to grants of lands by the Dominion, as revised by the Railway Lands Branch of the Department of the Interior, are as follows:—

Name of Company.	Area earned Acres.
Alberta Railway & Irrigation Co. (formerly North West Coal & Navigation Company)	1,114,368
Calgary and Edmonton Railway Co.	1,888,448
Canadian Northern Railway Co. (Ry. from point on C. P. R. to Hudson Bay)	2,624,128
Canadian Northern Railway Co. (formerly Lake Manitoba Railway & Canal Co.)	798,400
Canadian Pacific Railway Co.—Main line	18,206,986
C. P. R., Pipestone Extension, Souris Branch	200,320
C. P. R., Souris Branch	1,408,704
Great North West Central Railway Co. (formerly North West Central Ry. Co.)	320,000
Manitoba & North Western Railway Co.	1,501,376
Manitoba South Western Colonization Railway Co.	1,396,800
Canadian Northern Railway Co. (formerly Manitoba & South Eastern Ry. Co.)	680,520
Qu'Appelle, Long Lake & Saskatchewan Railroad and Steamboat Co.	1,625,344
Saskatchewan & Western Railway Co.	98,880
Total	31,864,074

The Dominion has not made any grants of land in aid of railways since 1894.

GUARANTEES.

Care has been taken to get from official sources the precise facts with respect to guarantees of railway securities, which have become in recent years an important and popular form of aid. Following are the facts:—

DOMINION.

1. The Canadian Northern Railway Company, Cap. 7, 3 Edward VII (1903).

The guarantee is for the principal of £1,923,287 sterling, and interest thereon at the rate of 3 per cent per annum for fifty years.

2. The Canadian Northern Railway Company, Cap. 11, 7 and 8 Edward VII (1908).

The guarantee is for the principal of £1,622,586 19s. 9d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, —from July 20th, 1908, interest payable half yearly.

3. The Canadian Northern Ontario Railway Company, Chapter 6, 1 and 2 George V (1911).

The guarantee is for the principal of £7,493,835 12s. 4d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 19th, 1911, interest payable half yearly.

4. The Canadian Northern Alberta Railway Company, Chapter 6, 9–10 Edward VII (1910) as amended by Chapter 8, 2 George V (1912).

The guarantee is for the principal of £647,260 5s. 6d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 4th, 1910, interest payable half yearly.

5. The Grand Trunk Pacific Railway Company, Cap. 71, 3 Edward VII (1903) and Cap. 24, 4 Edward VII (1904).

The guarantee is of 3 per cent bonds of the Railway Company to an amount equal to 75 per cent of the cost of construction of the Western Division of the National Transcontinental Railway, but not exceeding $13,000 per mile in

respect of the Prairie section of the said railway. The amount of bonds issued and guaranteed is £7,200,000, of which £3,200,000 were issued in 1905, £2,000,000 in 1909, and £2,000,000 in 1910.

In addition, bonds of the Grand Trunk Pacific Railway Company to the amount of £1,688,000, ($8,214,933.33). were purchased by the Dominion Government under authority of Cap 23 of the Statutes of 1913. This was done by Government in order to avoid giving effect to the implement clause of the agreement with the Grand Trunk Pacific Railway Company, under which Government is obliged to make up the difference between the actual sale price of the bonds and their par value.

6. The Canadian Northern Alberta Railway Company, Chapter 7, 2 George V. (1912).

Guarantee of the equivalent of $3,570,000 sterling debenture stock (£733,561 -12s-10d) interest thereon at the rate of 3½ per cent per annum for fifty years, from April 5th, 1912, interest payable half yearly.

The total amount of Dominion guarantees on 30th June, 1913, was $95,486,590.40.

MANITOBA.

To the Canadian Northern Railway Company:

Main and branch lines in Manitoba	$ 15,313,860 00
Winnipeg terminals	3,000,000 00
Ontario Division (line to Port Arthur)	5,745,586 67
Total	$ 24,059,446 67

ALBERTA.

Lines of Railway.	Guarantee per mile.	Mileage Guaranteed
1909. Chap 14. Canadian Northern Railway—		
From Strathcona via Camrose and Calgary to Lethbridge	13,000	355
From Camrose to Vegreville	13,000	50
From Crossing of second above line and Little Bow River, south via Macleod to the International boundary	13,000	110
From near Macleod to the western boundary	13,000	65
From near Cardston to the western boundary	13,000	35
From Calgary via Cochrane to the eastern boundary of Rocky Mountains Park	13,000	50
From near Morinville easterly	13,000	40
From Morinville to Athabaska Landing	13,000	72
1909. Chap. 15. Grand Trunk Pacific Railway—		
From Tofield to Calgary to Coutts	13,000	451
From near Lethbridge to Macleod	13,000	40
1911. Chap. 19. Canadian Northern Western Railway—		
From Athabaska Landing to Fort McMurray	15,000	175
From first above line east to Lac la Biche	15,000	40
From Athabaska Landing north of Lesser Slave Lake to Peace River Landing	15,000	100
From Onaway northwest to Pine River Pass	20,000	250
From Oliver northeast to St. Paul de Metis	13,000	100
From Bruderheim via Vermilion, Wainwright and Medicine Hat to International boundary, with a branch northwest of Vermilion to eastern boundary	13,000	200
From Calgary northeast to the Company's Brazeau line	13,000	100
From Camrose to Alsask	13,000	80

ALBERTA—*Concluded.*

Lines of Railway.	Guarantee. per mile	Mileage Guaranteed
From Stratheona southwest via crossing of Medicine River and Company's Brazeau line, and Cochrane to Pincher Creek	15,000	100
From near Blackfalds east and south to Saskatoon Calgary line	13,000	100
1911. Chap. 17. Canadian Northern Railway— From mileage 175 of Company's Saskatoon-Calgary line to junction with the Company's Vegreville-Calgary line	13,000	1[illegible]0
1911. Chap. 18. Grand Trunk Pacific Railway— From Biekerdike southwesterly	20,000	58
1911. Chap. 16. Edmonton, Dunvegan & British Columbia Railway— From Edmonton via Dunvegan to Western boundary	20,000	350
Total mileage guaranteed		3,081

The total amount involved in these guarantees is $45,489,000.

SASKATCHEWAN.

The following guarantees have been given by the province of Saskatchewan at the rate of $13,000 per mile:—

Canadian Northern Branch Lines:

		MILES
1908-9—		
1	Craven North East	40
2	Aylesbury—Goose Lake Branch	120
3	Bienfait Branch	25
4	Maryfield Branch	135
5	Dalmeny Branch	40
6	Battleford, Jackfish Branch	50
1909—		
1	Vonda northeasterly	25
2	Kaiser—Swift Current	135
3	Humboldt-Melfort	60
4	Delisle Branch	35
5	Lampman East	65
6	Moosejaw southeasterly	100
7	Maryfield Extension	75
8	Crooked Lake Branch	60
9	Rossburn Branch	20
1912—		
1	Maryfield Extension (2nd)	60
2	Battleford-Jackfish Extension	30
3	Thunder Hill Extension (Dominion)	40

Canadian Northern Saskatchewan Railway:

1912—		
1	Extension of Delisle Branch	35
2	Wroxton westerly through Yorkton	45
3	Shellbrook westerly	45
4	Lampman to Kipling	45
5	Eastern portion of Kaiser-Swift Current Branch	35
6	Prince Albert northeasterly	25
7	Moosejaw-Chamberlin	35
8	Aylesbury-Goose Lake Extension	50

Grand Trunk Pacific Branch Lines:

1908-9—		
1	Melville to Yorkton	40
2	Melville to Regina	110
3	Battleford-Biggar	45
4	Yorkton-Canora	30
1909—		
1	Regina to International boundary	155
2	Prince Albert-Young	110
3	Regina-Moosejaw & northwesterly	110
4	Biggar-Calgary	50
5	Cutknife Branch	50
1912—		
1	Biggar-Calgary Extension	50
2	Weyburn-Moosomin	40

Grand Trunk Saskatchewan Railway:

1912—		
1	Saskatoon-Battleford	95
2	Watrous-Swift Current	75
3	Talmage, Weyburn and southwesterly	50
4	Melville-Watrous	75
		2,515

With regard to the guarantee liability of the Province of Saskatchewan it may be explained that up to 30th June, 1913, the bonds of the Canadian Northern Saskatchewan for 315 miles, at $13,000 per mile, had not actually been sold The account as revised to 30th June stood as follows:—

	Miles guaranteed.	Guarantees.
Canadian Northern	1,155	$ 15,015,000
Can. Northern Sask. (unsold)	315	4,095,000
Grand Trunk Pacific	1,125	14,625,000
Total	2,595	$ 33,735,000

Thus the actual guarantee liability on 30th June, 1913, was $29,640,000 with $4,095,000 pending.

ONTARIO.

To the Canadian Northern Ontario Railway Company—Guarantee of interest on bonds aggregating $7,860,000.

NOVA SCOTIA.

Halifax and Southwestern—A loan of $13,500 per mile, which on a total of 372 miles, would amount to $5,022,000,secured by mortgage, with the right to take over and sell or operate the property in case default is made in the terms of the covenant.

BRITISH COLUMBIA.

The official statement of the Province of British Columbia, with respect to guarantee account on 30th June, 1913, was as follows:—

(1.) CANADIAN NORTHERN PACIFIC RAILWAY.

Section 9 of Schedule, chapter 3, 1910.	
(*a.*) Mainland, miles 500	
Island, " 100	
600 miles at $35,000 per mile	$ 21,000,000
Bearing interest at 4% per annum. (Principal and interest gauranteed.)	
Subsections (*a*), (*b*), (*c*), and (*d*), section 2, chapter 57, 1913.	
(*b.*) Westminster Bridge to Vancouver, miles 11	
" " Steveston, " 15	
Victoria to Patricia Bay, " 18	
Extension Barclay Sound North, " 145	
Kamloops to Vernon Branch, " 150	
339 miles at $35,000 per mile	11,865,000
Bearing interest at 4½% per annum. (Principal and interest gauranteed.)	
Section 3, chapter 59, 1913.	
(*c.*) Port Mann, New Westminster, Vancouver, Victoria, Steveston, and Union Bay terminals	10,000,000
Payable 2nd April, 1950. Bearing interest at 4½% per annum. (Principal and interest gauranteed.)	$ 42,865,000

(2.) PACIFIC GREAT EASTERN RAILWAY.

Section 9 of Schedule, chapter 34, 1912, and section 4, chapter 61, 1913.	
Vancouver to Fort George, miles 450 at $35,000 per mile	15,750,000
Bearing interest at 4½% per annum. (Principal and interest gauranteed.)	

(3.) NAKUSP AND SLOCAN RAILWAY COMPANY.

Guarantee of Principal and Interest of the Nakusp and Slocan Railway Company's Bonds. Interest at 4% per annum on	647,072
[Terminable in 25 years from 1st July, 1893. Principal payable in 1918. First mortgage held as security.]	
Against this Guarantee the Province receives 40% of the *gross earnings* under agreement with the Canadian Pacific Railway Company.	
	$ 59,262,072

NEW BRUNSWICK.

The official statement of guarantees by the Province of New Brunswick up to June 30, 1913, is as follows:—

New Brunswick Coal & Ry.	$ 450,000.00
International Railway	896,000.00
New Brunswick & Seaboard Ry.	297,000.00
Southampton Railway	100,000.00
Gibson & Minto Railway	330,000.00
St. John & Quebec Ry. (Valley Ry.)	1,581,265.67
Total	$ 3,654,265.67

QUEBEC.

Bonds of the Montreal & Western Ry. Co.—$392,000.

SUMMARY OF GUARANTEES.

Following is a summary of the guarantees given in detail in preceding paragraphs:—

	1911.	1912.	1913.
	$	$	$
Dominion	52,439,865	91,983,553	95,486,590
Manitoba	20,899,660	20,899,660	24,059,447
Alberta	25,743,000	45,489,000	45,489,000
Saskatchewan	11,999,000	32,500,000	33,735,000
Ontario	7,860,000	7,860,000	7,860,000
Nova Scotia	5,022,000	5,022,000	5,022,000
British Columbia	23,196,832	38,946,832	59,262,072
New Brunswick	700,000	1,893,000	3,654,265
Quebec	476,000	476,000	392,000
Total	148,336,357	245,070,045	274,960,374

The increase in guarantees during the year was $29,890,329.
For details of aid to railways refer to Table No. 5.

INCOME ACCOUNT.

Following is a summary of the income account of railways for the year ended June 30, 1913:—

Rail Operations:—		
Operating Revenues	$256,702,703.32	
Operating Expenses	182,011,690.33	
Net Operating Revenue		$ 74,691,012.99
Outside Operations:—		
Revenue	$ 24,588,410.10	
Expenses	17,889,622.76	
Net Revenue	$ 6,698,787.34	
Income—other sources	10,716,034.01	$ 17,414,821.35
		$ 92,105,834.34
Less Taxes		2,430,186.26
Gross Corporate Income		$ 89,675,648.08
Deductions:—		
Lease of other roads	$ 3,820,033.03	
Other rents	5,863,175.88	
Loss—other properties	27,439.01	
Interest on funded debt	17,989,099.34	
Other interest	746,973.86	
Sinking funds	15,037.20	
Other deductions	1,616,878.04	$ 30,078,636.36
Net Corporate Income		$ 59,597,011.72

Disposal of net corporate income:—		
Dividends—common	$ 19,598,875.00	
Dividends—preferred	14,071,685.62	
Additions and betterments	103,709.15	
To reserve	7,521.89	
Miscellaneous	218,341.16	
		$ 34,000,132.82
Balance to credit profit and loss		$ 25,596,878.90

PUBLIC SERVICE OF RAILWAYS.

For the year ended June 30, 1913, the railways of Canada carried 46,230,765 passengers and 106,992,710 tons of freight. As compared with 1912, this represented an increase of 5,106,584 passengers and 17,548,379 tons of freight.

The history of passenger traffic since 1875 is as follows:—

Year.	Passengers carried.	Year.	Passengers carried.
1875	5,190,416	1894	14,462,498
1876	5,544,814	1895	13,987,580
1877	6,073,233	1896	14,810,407
1878	6,443,924	1897	16,171,338
1879	6,523,816	1898	18,444,049
1880	6,462,948	1899	19,133,365
1881	6,943,671	1900	21,500,175
1882	9,352,335	1901	18,385,722
1883	9,579,984	1902	20,679,974
1884	9,982,358	1903	22,148,742
1885	9,672,599	1904	23,640,765
1886	9,861,024	1905	25,288,723
1887	10,698,638	1906	27,989,782
1888	11,416,791	1907	32,137,319
1889	12,151,105	1998	34,044,992
1890	12,821,262	1909	32,683,309
1891	13,222,568	1910	35,894,575
1892	13,533,414	1911	37,097,718
1893	13,618,027	1912	41,124,181
		1913	46,230,765

The record of freight traffic is as follows:—

Year.	Tons of freight, 2,000 lbs.	Year.	Tons of freight, 2,000 lbs.
1875	5,670,837	1894	20,721,116
1876	6,331,757	1895	21,524,421
1877	6,859,796	1896	24,266,825
1878	7,883,472	1897	25,300,331
1879	8,348,810	1898	28,785,903
1880	9,938,858	1899	31,211,753
1881	12,065,323	1900	35,946,183
1882	13,575,787	1901	36,999,371
1883	13,266,255	1902	42,376,527
1884	13,712,269	1903	47,373,447
1885	14,659,271	1904	48,097,519
1886	15,670,460	1905	50,893,957
1887	16,356,335	1906	57,966,718
1888	17,172,759	1907	63,866,135
1889	17,928,626	1908	63,071,167
1890	20,787,469	1909	66,842,258
1891	21,753,021	1910	74,482,866
1892	22,189,923	1911	79,884,282
1893	22,003,599	1912	89,444,331
		1913	106,992,710

PASSENGER TRAFFIC.

The increase in the number of passengers carried in 1913 was equal to 10.3 per cent as compared with 1912.

The number of passengers carried one mile was 3,265,656,080—an increase of 355,404,444 over 1912.

The density of passenger traffic was shown in 111,353 passengers carried one mile per mile of line. This was an increase of 2,465 for the year.

The number of passengers carried per mile of line was 1,576. This was an increase of 37 over 1912. The large addition to line mileage during the year, on which passenger traffic was relatively low, accounts for this small increase.

The average receipts from ticket sales per passenger per mile were 1.973 cents—an increase of .030 as compared with 1912.

Total earnings from the service of passenger trains—including express, mails, baggage, &c.,—were $74,431,994.15, which represented a betterment of $9,383,807.49 over 1912.

Passenger revenue, derived almost wholly from the sale of tickets and included in the preceding total, amounted to $64,441,429.99. The increment, as against 1912, was $7,897,766.39.

The average receipts per passenger, having reference to the revenue given in the foregoing paragraph, were $1.394—a gain of .019 over 1912.

The average number of passengers per train was 62—the same as for 1912.

The average number of cars per passenger train was 5.6. This included cars of all classes.

The average number of passengers per passenger car was 11.1.

The average passenger journey in 1913, as in the preceding year, was 71 miles.

The mileage of passenger trains was 45,652,365, as against 40,440,393 in 1912.

Mixed trains had a mileage of 7,044,194—an increase of 570,312 as compared with the preceding year.

Passenger train and mixed train mileage are joined for the purposes of calculations respecting the service of passenger trains.

The earnings from passenger train service per train mile were $1.413, as against $1.387 in 1912.

Following is a summary of the foregoing facts, with comparative figures for preceding years:—

	1907.	1908.	1909
Miles of railway	22,452	22,966	24,104
Number of passengers	32,137,319	34,044,992	32,683,309
Passengers carried one mile	2,049,549,813	2,081,960,864	2,033,001,225
Passengers one mile per mile of line	90,921	90,654	84,342
Passengers per mile of line	1,431	1,482	1,355
Average passenger journey (miles)	64	61	62
Average number of passengers per train	56	54	51
Passenger train mileage	30,220,461	31,950,349	32,295,730
Mixed train mileage	5,971,414	6,210,807	7,061,580
Earnings from ticket sales	$39,184,437	$39,992,503	$39,073,488
Earnings from passenger service	$45,730,652	$46,854,158	$45,282,326
Average receipts per passenger	$1·219	$1·174	$1·195
Average receipts per passenger per mile (cents)	1·911	1·920	1·921

	1910.	1911.	1912.	1913.
Miles of railway	24,731	25,400	26,727	29,336
Number of passengers	35,894,575	37,097,718	41,124,181	46,230,765
Passengers carried one mile	2,466,729,664	2,605,968,924	2,910,251,636	3,265,656,080
Passengers one mile per mile of line	99.742	102,597	108,888	111,353
Passengers per mile of line	1,451	1,460	1,539	1,576
Average passenger journey (miles)	69	70	71	71
Average number of passengers per train	59	60	62	62
Passenger train mileage	35,022,541	36,985,911	40,440,393	45,652,365
Mixed tarin mileage	6,441,440	6,277,468	6,473,882	7,044,194
Earnings from ticket sales	$46,018,880	$50,566,894	$56,543,664	$64,441,430
Earnings from passenger service	$52,956,219	$58,317,998	$65,048,187	$74,431,994
Average receipts per passenger	$1·282	$1·360	$1·375	$1·394
Average receipts per passenger per mile (cents)	1·866	1·944	1·943	1·973

FREIGHT TRAFFIC.

The 106,992,710 tons of freight hauled in 1913 represented an increase over 1912 of 19.3 per cent. The largest increase in any preceding year occurred in 1912, when it was 11.9 per cent.

The number of tons hauled one mile was 23,032,951,596—a growth of 3,469,480,069 as compared with 1912.

Density of freight traffic was shown in 785,820 tons hauled one mile per mile of line, which was a betterment of 54,044 over the previous year.

The average freight revenue per ton per mile was .758 cent, as against .757 in 1912.

Freight by itself yielded a revenue of $174,684,640.28—an increase over 1912 of $26,653,741.68.

The total earnings from freight service including switching, &c., were $177,089,372.78. This was larger by $27,128,232.65 than the aggregate of 1912.

Gross earnings from freight service were equal to $6,040.03 per mile of line, showing a gain of $429.18 over 1912.

The aggregate revenue from freight per ton was $1.636—a decline of .019 as compared with the preceding year.

The average number of loaded cars per freight train was 18—a decline of .19 as against the record for 1912. This falling off is partly due to the influence of new line mileage.

The average number of empty cars per train was 5.66, as against 5.17 in 1912.

The average number of tons per train was 342—a gain of 17 tons over 1912.

The average number of tons per loaded freight car was 19.01, as against 17.87 in 1912. This gain of 1.14 tons per loaded car reflects the use of larger carrying units and better loading.

The average freight haul in 1913 was 216 miles, as compared with 218 in 1912.

The mileage of revenue freight trains and mixed trains was 67,320,090—an increase of 7,145,402 over 1912.

The mileage of loaded freight cars was 1,211,708,492, as against 1,102,719,543 in the preceding year.

Empty freight cars had a mileage of 381,048,160, and caboose cars 63,653,643. Adding these to the loaded car mileage, a total freight car mileage of 1,656,410,295 is shown.

The foregoing information, with corresponding figures for the years since 1907, is summarized hereunder:—

	1907.	1908	1909.
Tons hauled	63,866,135	63,071,167	66,842,258
Tons hauled one mile	11,687,711,830	12,961,512,519	13,160,567,550
Tons hauled one mile per mile of line	518,486	564,378	545,991
Average haul, miles	183	206	197
Freight train mileage	38,923,890	40,476,370	40,304,906
Mixed train mileage	5,971,414	6,210,807	7,061,580
Revenue from freight	$94,995,087	$93,746,655	$95,714,783
Average tons per train	260	278	278
Average cars per train	16·92	16·04	16·37
Average tons per car	15·37	17·33	16·98
Average receipts per ton per mile, cent	·815	·723	·727

	1910.	1911.	1912.	1913.
Tons hauled	74,482,866	79,884,282	89,444,331	106,992,710
Tons hauled one mile	15,712,127,701	16,048,478,295	19,558,190,527	23,032,951,596
Tons hauled one mile per mile of line	635,321	631,829	731,776	785,820
Average haul, miles	211	200	218	216
Freight train mileage	50,184,108	52,498,866	60,126,023	67,320,090
Mixed train mileage	6,441,440	6,277,468	6,473,882	7,044,194
Revenue from freight	$116,229,894	$124,743,015	$148,030,269	$174,684,640
Average tons per train	311	305	325	342
Average cars per train	18·15	18·03	18·19	18·00
Average tons per car	17·13	16·91	17·87	19·01
Average receipts per ton per mile, cent	·739	·777	·757	·758

Following is an analysis of the commodities which constituted the freight traffic of 1907 and the two succeeding years:—

——	1907.	1908.	1909.
	Tons.	Tons.	Tons.
Products of agriculture—			
Grain	5,776,731	5,270,935	6,837,506
Flour	1,402,386	1,565,008	1,758,894
Other mill products	654,179	835,877	1,156,071
Hay	803,918	643,695	861,265
Tobacco	10,042	23,235	26,462
Cotton	22,164	70,203	122,300
Fruit and vegetables	562,716	803,777	845,930
Other products of agriculture	289,525	183,237	354,835
Products of animals—			
Live stock	1,118,141	1,156,772	1,206,221
Dressed meats	400,900	455,580	554,984
Other packing house products	463,647	444,841	436,529
Poultry, game and fish	128,432	151,100	175,081
Wool	23,472	33,318	37,236
Hides and leather	154,157	141,341	202,968
Other products of animals	180,517	89,407	194,468
Products of mines—			
Anthracite coal	1,635,628	3,735,141	4,600,514
Bituminous coal	11,085,060	12,320,584	11,647,728
Coke	547,303	845,702	1,061,829
Ores	2,209,860	2,953,353	3,147,487
Stone, sand, &c	2,083,336	2,538,333	3,096,416
Other products of mines	178,985	243,054	377,087
Products of forests—			
Lumber	7,542,475	10,317,541	7,759,393
Other products of forests	2,687,160	2,594,685	3,835,614
Manufactures—			
Petroleum and other oils	270,810	390,331	464,953
Sugar	232,620	451,641	701,319
Naval stores	1,674	1,742	22,509
Iron, pig and bloom	304,136	583,948	593,950
Iron and steel rails	190,380	628,988	336,678
Castings and machinery	231,159	858,914	897,849
Bar and sheet metal	87,958	353,802	337,866
Cement, brick and lime	1,393,792	1,421,678	1,789,994
Agricultural implements	223,664	281,834	306,724
Wagons, carriages, tools, &c	42,129	96,197	119,463
Wines, liquors and beers	191,576	209,912	238,808
Household goods and furniture	256,208	269,299	301,401
Other manufactures	4,448,535	1,105,433	1,682,078
Merchandise	2,309,084	2,008,267	2,393,285
Miscellaneous	5,533,426	6,935,135	6,234,372

Details with regard to commodities are here given for 1913 and the three preceding years:—

	1910.	1911.	1912.	1913.
	Tons.	Tons.	Tons.	Tons.
Products of agriculture—				
Grain	7,435,573	7,545,516	9,741,671	10,386,282
Flour	1,916,934	2,124,080	2,303,607	2,374,198
Other mill products	1,037,282	1,166,323	1,387,624	1,310,167
Hay	1,084,966	1,611,621	2,130,803	1,172,02
Tobacco	40,880	51,672	68,737	65,489
Cotton	84,928	114,827	135,277	98,807
Fruit and vegetables	969,122	957,237	1,135,082	1,295,568
Other products of agriculture	321,666	238,260	398,144	499,269
Products of animals—				
Live stock	1,314,781	1,437,965	1,345,182	1,226,242
Dressed meats	546,791	561,220	591,232	616,274
Other packing house products	277,739	369,906	392,046	371,663
Poultry, game and fish	154,820	189,201	204,421	263,760
Wool	28,814	42,602	34,320	40,684
Hides and leather	199,853	211,301	227,745	205,583
Other products of animals	242,208	378,507	364,334	449,357
Products of mines—				
Anthracite coal	7,498,509	6,017,858	5,938,466	8,485,652
Bituminous coal	9,166,572	12,514,372	15,027,311	17,930,653
Coke	1,384,254	1,416,632	1,166,874	2,010,198
Ores	3,636,607	3,802,162	3,190,470	4,348,666
Stone, sand, &c	4,084,968	4,417,290	5,186,763	6,350,395
Other products of mines	381,112	483,922	957,915	1,104,978
Products of forests—				
Lumber	7,302,037	7,364,964	8,129,314	9,590,068
Other products of forests	5,766,903	5,873,383	6,023,407	7,019,032
Manufactures—				
Petroleum and other oils	500,167	591,651	728,643	807,062
Sugar	617,231	614,529	635,757	820,252
Naval stores	37,007	18,422	9,472	19,898
Iron, pig and bloom	889,881	887,801	1,104,177	1,394,725
Iron and steel rails	717,081	616,980	859,897	1,304,551
Castings and machinery	1,189,214	1,137,218	1,214,709	1,499,084
Bar and sheet metal	568,901	939,916	970,091	1,305,682
Cement, brick and lime	2,254,934	2,495,178	2,996,992	3,958,419
Agricultural implements	434,928	540,061	552,470	593,470
Wagons, carriages, tools, &c	173,137	205,106	252,638	286,069
Wines, liquors and beers	245,626	274,162	325,412	372,495
Household goods and furniture	388,631	421,529	434,242	493,629
Other manufactures	1,997,541	4,840,434	6,156,581	6,838,904
Merchandise	2,518,190	2,438,089	2,711,963	4,365,852
Miscellaneous	7,073,078	4,981,385	4,410,542	4,161,154

Separating the foregoing items into classes, and comparing the figures with those of preceding years, the result is as follows:—

	1907.	1908.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.
Products of agriculture	9,521,661	9,396,967	11,963,263	12,891,351
Products of animals	2,469,266	2,472,359	2,807,487	2,765,006
Products of mines	18,460,172	22,636,227	23,931,061	26,152,022
Products of forest	10,229,635	12,912,226	11,595,007	13,068,940
Manufactures	7,974,641	6,655,719	7,902,592	10,014,279
Merchandise	2,309,084	2,008,067	2,393,285	2,518,190
Miscellaneous	5,533,426	6,938,135	6,234,372	7,073,078
Totals	56,497,885	63,019,900	66,827,067	74,482,866

	1911.	1912.	1913.
	Tons.	Tons.	Tons.
Products of agriculture	13,809,536	17,300,945	17,196,802
Products of animals	3,190,702	3,159,280	3,173,562
Products of mines	28,652,236	31,467,799	40,230,542
Products of forest	13,238,347	14,152,721	16,609,100
Manufactures	13,573,987	16,241,081	19,694,240
Merchandise	2,438,089	2,711,963	4,365,852
Miscellaneous	4,981,385	4,410,542	4,161,154
Totals	79,884,282	89,444,331	*106,992,710

*Total contains 1,561,457 tons not distributed.

Following is the ratio which each class bore to the total:—

	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Products of agriculture	16·85	14·91	17·91	17·31	17·17	19·34	16·31
Products of animals	4·37	3·92	4·21	3·71	4·00	3·53	3·01
Products of mines	32·68	35·92	35·81	35·11	35·87	35·18	38·16
Products of forests	18·11	20·49	17·35	17·54	16·57	15·82	15·75
Manufactures	14·11	10·56	11·82	13·44	17·00	18·16	18·68
Merchandise	4·08	3·18	3·58	3·39	3·06	3·03	4·14
Miscellaneous	9·79	11·02	9·32	9·59	6·33	4·94	3·95

A new division was made effective in traffic movement during the past year, the object being (1) to definitely determine the net tonnage and (2) to separate business originating on United States lines operating in Canada. A column was inserted having the head 'Received from U. S. Roads.' Under this head was entered all traffic brought into Canada by American lines which cross the boundary, and also all tonnage delivered at the border to any road operating in Canada. A connecting road was defined as a road operating in Canada. By this revised plan a better classification of traffic is had. Following was the result:

	Tons.
Originating in Canada	56,829,297
Received from connecting roads	21,284,742
Received from U. S. roads	27,317,214
Undistributed (G. T. P.)	1,561,457
Total	106,992,710

It may be assumed from the foregoing summary that the net tonnage for the year was 85,707,968.

Details with regard to commodities carried by the various railways will be found in Table 12.

EARNINGS AND OPERATING EXPENSES.

The gross earnings for 1913 were $256,702,703.32, as against $219,403,752.79 in 1912. The increment for 1913 over 1912 was $37,298,950.53, or equal to 17·00 per cent.

Operating expenses for 1913 amounted to $182,011,690.33, as compared with $150,726,539.87 in 1912—an increase of $31,285,150.46, or 20·7 per cent.

The ratio of operating expenses to gross earnings was 70·9, as against 68·7 in 1912.

The following table gives the gross earnings and operating expenses, with the ratio borne by the latter to the former, since 1875:—

Year.	Earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	$	$	
1875	19,470,539	15,075,532	81·1
1876	19,358,084	15,802,721	81·8
1877	18,742,053	15,290,091	81·1
1878	20,520,078	16,100,102	78·4
1879	19,925,066	16,188,282	81·2
1880	23,561,447	16,840,705	71·0
1881	27,987,508	20,121,418	71·9
1882	29,027,789	22,390,708	77·1
1883	33,244,586	24,691,667	74·3
1884	33,421,705	25,595,341	76·5
1885	32,227,469	24,015,351	74·5
1886	33,389,381	24,117,582	72·4
1887	38,841,609	27,624,683	71·1
1888	42,159,152	30,652,046	72·7
1889	42,149,615	31,038,045	73·6
1890	46,843,826	32,913,350	70·2
1891	48,192,099	34,960,449	72·5
1892	51,685,768	36,488,228	70·5
1893	52,042,396	36,616,033	70·3
1894	49,552,528	35,218,432	71·7
1895	46,785,486	32,749,668	69·9
1896	50,545,569	35,042,654	69·3
1897	52,353,276	35,168,665	67·1
1898	59,715,105	39,137,549	65·5
1899	62,243,784	40,706,217	65·3
1900	70,740,270	47,699,798	67·4
1901	72,898,749	50,368,726	69·0
1902	83,666,503	57,343,592	68·3
1903	96,064,526	67,481,523	70·2
1904	100,219,436	74,563,161	74·4
1905	106,467,198	79,977,573	75·2
1906	125,322,865	87,129,434	69·5
1907	146,738,214	103,748,672	70·7
1908	146,918,314	107,304,143	73·0
1909	145,056,336	104,600,084	72·1
1910	173,956,217	120,405,440	69·2
1911	188,733,494	131,033,785	69·4
1912	219,403,753	150,726,540	68·7
1913	256,702,703	182,011,690	70·9

EARNINGS.

Table No. 9 will show the net earnings for 1913. The immediate difference between gross earnings and operating expenses was $74,691,012.99; but, after making proper deductions, the correct net corporate income was $59,597,011.72. Under the head of Income Account, in an earlier part of this introduction, as well as in Table 9, will be found the disposition that was made of this amount. The actual balance to profit and loss was $25,596,878.90, as compared with $20,146,869.29 in 1912.

Revenue from outside operations in 1913 reached a total of $24,588,410.10, against which were operating expenses amounting to $17,889,622.76. The credit balance of $6,698,787.34 is included in gross corporate income. The total for 1913 does not include the business of the Canadian Northern the outside operations of which are carried on under various other corporate names; but an effort will be made to bring them into the account in future.

There is no good reason why all the operation of a large railway corporation should not be brought into Railway Statistics, no matter under what name they may be conducted.

The earnings per train mile, all trains, were $2·263, as compared with $2·174 in 1912.

Net earnings, as represented by the difference between gross earnings and operating expenses, were equal to $2,511.96 per mile of line. This result is given merely for the sake of continuing comparisons which were begun before the adoption of present railway accounting methods.

Gross earnings were equal to $8,750.50 per mile of line—a gain of $541.43 over 1912.

Earnings from freight service per revenue freight train mile were $2·595, as compared with $2·494 in 1912.

Earnings from passenger train service per passenger train mile were $1·412 a betterment of ·022 over 1912.

Earnings.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
	$	$	$	$	$	$	$
Passenger train mile	1·263	1·228	1·150	1·277	1·348	1·390	1·412
Freight train mile	2·069	2·098	2·041	2·316	2·376	2·494	2·595

	1909.	1910.	1911.	1912.	1913.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Passengers	39,073,488 84	46,018,879 56	50,566,893 98	56,543,663 60	64,441,429 99
Mails	1,723,180 97	1,799,887 80	1,869,413 89	1,914,720 39	2,074,910 22
Express	3,561,170 96	4,143,837 52	4,674,135 27	5,294,388 08	6,376,258 98
Baggage, parlour cars, &c.	924,485 50	993,613 63	1,207,555 31	1,295,414 59	1,539,394 96
Freight	96,685,076 23	117,497,604 03	126,570,533 52	149,961,140 13	177,089,372 78
Station and train privileges	493,895 13	679,061 12	826,251 92	1,086,687 37	1,566,720 97
Telegraphs, rents, &c	2,595,038 56	2,823,333 47	3,018,709 92	3,307,738 63	3,614,615 42
	145,056,336 19	173,956,217 13	188,733,493 81	219,403,752 79	256,702,703 32

Of the foregoing total, $251,521,366.93 was derived from transportation—a gain of $36,411,040.14 over the preceding year.

Gross earnings during the past five years came from the following sources:—

	1910.		1911.	
	$ cts.	Per cent.	$ cts.	Per cent.
Passenger service	52,956,218 51	30·44	58,317,998 45	30·90
Freight service	117,497,604 03	67·54	126,570,533 52	67·07
Station and train privileges, &c.	679,061 12	·39	826,251 92	·44
Telegraph, rents and other sources	2,826,453 21	1·63	3,018,709 92	1·59
Total	173,956,217 13		188,733,493 81	

	1912.		1913.	
	$ cts.	Per cent.	$ cts.	Per cent.
Passenger service	65,048,186 66	29·65	74,431,994 15	28·99
Freight service	149,961 140 13	68·35	177,089,372 78	68·99
Station and train privileges, &c	1,086,687 37	·49	1,566,720 97	·61
Telegraph, rents and other sources	3,307,738 63	1·51	3,614,615 42	1·41
Total	219,403,752 79		256,702,703 32	

A comparison of the items comprising earnings from passenger train service during the past seven years gives the following result:—

	1907.	1908.	1909.	1910.
	$ cts.	$ cts.	$ cts.	$ cts.
Passengers	39,184,437 64	39,992,503 11	39,073,488 84	46,018,879 56
Mails	1,626,704 64	1,670,120 90	1,723,180 97	1,799,887 80
Express	3,277,695 09	3,486,300 63	3,561,170 96	4,143,837 52
Other sources	1,641,814 92	1,705,234 33	924,485 50	993,613 63
Total	45,730,652 29	48,854,158 97	45,282,326 27	52,956,218 51

	1911.	1912.	1913.
	$ cts.	$ cts.	$ cts.
Passengers	50,566,893 98	56,543,663 60	64,441,429 99
Mails	1,869,413 89	1,914,720 39	2,704,910 22
Express	4,674,135 27	5,294,388 08	6,376,258 98
Other sources	1,207,555 31	1,295,414 59	1,539,394 96
Total	58,317,998 45	65,048,186 66	74,431,994 15

The item of 'other sources' in the foregoing table includes excess baggage, parlour and chair car revenue, &c.

Owing to the adoption of entirely new methods of accounting in 1907, it is not practicable to carry comparisons with respect to earnings back of that year. The amounts credited to the several sources of revenue in preceding years, and the ratio they bore to the total, are shown in the following table:—

Year.	Passengers.	Per cent.	Freight.	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total.
	$		$		$		$		$
1875	6,410,934	32·92	12,073,570	62·00	693,250	3·56	292,784	1·52	19,470,539
1876	6,254,866	32·25	12,211,158	63·08	703,994	3·63	188,064	0·96	19,358,084
1877	6,458,493	34·46	11,351,264	60·40	744,741	3·97	217,554	1·16	18,742,053
1878	6,386,325	31·12	13,129,191	63·98	795,797	3·87	208,763	1·01	20,520,078
1879	6,459,598	32·41	12,509,093	62·77	789,926	3·96	166,448	0·83	19,935,066
1880	7,076,339	30·03	15,506,935	65·81	851,288	3·18	102,075	0·43	23,561,447
1881	8,223,254	29·34	18,666,982	66·69	946,159	3·37	145,332	0·51	27,987,508
1882	10,018,477	34·51	17,729,945	61·07	1,037,460	3·57	235,857	0·81	29,027,789
1883	10,583,119	31·69	21,320,208	64·13	1,108,208	3·33	261,423	0·78	33,244,586
1884	11,204,036	33·70	20,763,243	62·12	1,155,044	3·45	299,880	0·89	33,421,705
1885	10,559,796	32·76	19,962,058	61·94	1,283,307	3·98	422,306	1·31	32,227,469
1886	10,261,691	30·73	21,183,967	63·44	1,432,360	4·02	511,362	1·53	33,389,381
1887	11,867,597	30·55	24,581,047	63·28	1,575,157	4·05	771,992	1·98	38,841,609
1888	12,744,636	30·22	26,410,084	62·62	1,627,731	3·85	1,376,699	3·26	42,159,152
1889	13,242,708	31·41	26,671,049	63·27	1,681,162	3·98	554,694	1·29	42,149,615
1890	13,731,768	29·31	29,921,788	63·87	1,757,977	3·96	1,423,592	3·25	46,843,826
1891	14,286,408	29·64	30,548,645	63·38	1,904,961	3·95	1,452,083	3·01	48,192,099
1892	14,788,465	28·61	33,230,121	64·28	1,995,059	3·85	1,672,121	3·23	51,685,768
1893	15,087,299	29·12	32,935,028	63·28	2,151,769	4·13	1,868,298	3·59	52,042,396
1894	15,452,420	31·18	29,982,482	60·50	2,182,942	4·40	1,934,682	3·94	49,552,528
1895	13,311,440	28·42	29,545,490	63·15	2,198,460	4·43	1,730,096	3·68	46,785,486
1896	13,747,773	27·19	32,368,082	64·03	2,396,082	4·07	2,033,069	4·02	50,545,569
1897	13,929,346	26·48	33,522,102	62·88	2,624,573	5·01	2,278,106	4·35	52,353,276
1898	15,622,311	26·16	38,508,175	64·48	2,732,004	4·59	2,852,613	4·77	59,715,105
1899	15,929,583	25·59	40,101,036	64·42	2,842,681	4·56	3,370,483	5·41	62,243,784
1900	18,581,452	26·26	45,643,699	64·52	3·012,486	4·25	3,502,632	4·95	70,740,270
1900	18*581,452	26·26	45,643,699	64·52	3,012,486	4·25	3,502,632	4·95	70,740,270
1901	19,396,302	26·69	46,665,103	64·01	3,105,457	4·25	3,731,885	5·12	72,898,749
1902	22,600,090	27·01	53,986,672	64·52	3,273,302	3·91	3,806,437	4·54	83,666,503
1903	24,862,109	25·88	63,089,448	65·67	3,596,145	3·53	4,716,823	4·91	96,064,526
1904	26,901,831	26·84	64,673,919	64·53	4,031,662	4·02	4,612,022	4·61	100,219,436
1905	28,959,649	27·20	68,203,320	64·13	3,961,769	3·07	5,342,459	5·01	106,467,198
1906	33,392,188	26·64	81,433,115	64·97	4,510,649	3·59	5,986,912	4·77	125,322,865

Details with respect to earnings are given in tables 6, 7 and 9 in the body of this report.

OPERATING EXPENSES.

Operating expenses totalled $182,011,690.33 in 1913 as compared with $150,726,539.87. The increment of $31,285,150.46 was equal to 20.7 per cent.

Operating expenses per mile of line aggregated $6,204.38, as against $5,639.48. This increase amounted to 9.5 per cent.

Per train mile—popularly regarded as the cost of running a train one mile—operating expenses were equal to $1·604. In 1912 the cost was $1·493.

The following are comparisons of gross earnings per mile of line, operating expenses per mile and net earnings per mile since 1907:—

	Gross earnings per mile.	Operating expenses per mile.	Net earnings per mile.
	$ cts.	$ cts.	$ cts.
1907	6,535 64	4,620,90	1,914 73
1908	6,397 21	4,673 30	1,724 90
1909	6,017 89	4,339 53	1,678 40
1910	7,033 93	4,868 60	2,165 83
1911	7,430 45	5,158 85	2,271 64
1912	8,209 07	5,639 48	2,569 59
1913	8,750 50	6,204 38	2,511 96

The earnings from all sources, divided by the aggregate train mileage, called earnings per train mile, and the total operating expenses, divided by the mileage of all trains, representing the cost of running a train one mile, are shown in comparative form in the following table:—

	Earnings per train mile.	Expenses per train mile.
	$	$
1899	1·192	0·779
1900	1·282	0·864
1901	1·366	0·944
1902	1·501	1·028
1903	1·591	1·117
1904	1·634	1·216
1905	1·614	1·213
1906	1·723	1·198
1907	1·953	1·381
1908	1·869	1·364
1909	1·816	1·309
1910	2·036	1·409
1911	2·103	1·460
1912	2·173	1·493
1913	2·263	1·604

It will be observed that the cost of running trains has risen steadily during the years dealt with in the foregoing table. While earnings per train mile have increased 89.8 during that period, operating expenses per train mile have increased 105.9 per cent.

The distribution of operating expenses in 1913 and four preceding years is shown in the following tables:—

Operating expenses.	1909.	Per cent.	1910.	Per cent.
	$ cts.		$ cts.	
Way and structures	21,153,274 46	20·22	27,035,603 46	22·45
Equipment	21,510,303 59	20·56	26,002,301 30	21·59
Traffic expenses	3,798,824 57	3·63	4,366,176 92	3·63
Transportation	54,284,587 41	51·89	58,928,170 74	48·94
General expenses	3,853,094 40	3·70	4,073,188 00	3·39

Operating expenses.	1911.	Per cent.	1912.	Per cent.
	$ cts.		$ cts.	
Way and structures	29,245,093 22	22·32	31,514,098 12	20·90
Equipment	26,127,638 12	19·94	29,811,510 09	19·78
Traffic expenses	4,831,744 50	3·69	5,293,699 75	3·51
Transportation	66,343,269 58	50·63	78,969,543 65	52·39
General expenses	4,487,039 53	3·42	5,137,688 26	3·42

Operating expenses.	1913.	Per cent.
	$ cts	
Way and structures	35,933,322 78	19·74
Equipment	37,289,718 47	20·48
Traffic expenses	6,143,200 85	3·37
Transportation	96,688,264 42	53·12
General expenses	5,957,183 81	3·29

Following is a table, showing a comparison of operating expenses for 1909, 1910, 1911, 1912 and 1913 together with the ratio which each item bore to the total:—

Operating Expenses.	1909.		1910.		1911.		1912.		1913.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
	$ cts.		$ cts.		$ cts.		$ cts.		$	
Maintenance of Way and Structures—										
Superintendence	759,240 98	·72	839,925 47	·70	985,527 44	·75	1,091,847 56	·72	1,353,580	·74
Ballast	198,796 80	·19	415,078 44	·34	367,613 12	·28	282,985 06	·19	686,950	·38
Ties	2,678,384 80	2·56	3,436,727 46	2·85	3,565,954 29	2·72	3,728,821 52	2·47	4,703,824	2·58
Rails	1,343,471 77	1·28	1,753,740 37	1·44	1,959,164 83	1·49	1,420,874 49	·94	1,971,465	1·08
Other track material	1,084,342 40	1·03	1,141,231 29	·94	1,151,744 99	8·8	1,192,472 45	·79	1,715,876	·94
Roadway and track	8,469,429 03	8·09	11,683,918 50	9·70	11,965,503 22	9·13	13,938,132 11	9·24	15,017,916	8·25
Removal of snow and ice	1,139,937 37	1·08	968,916 50	·80	1,641,046 60	1·25	1,448,192 02	·96	1,562,284	·86
Tunnels	18,413,27	·01	17,528 99	·14	27,251 43	·02	13,656 68	·01	53,984	·03
Bridges, trestles and culverts	1,603,291 03	1·53	2,048,471 72	1·70	2,133,642 56	1·62	2,265,127 73	1·5	2,159,154	1·18
Over and under grade crossings	37,179 87	·03	31,097 05	·02	81,561 67	·06	69,130 78	·40	95,422	·05
Grade crossings, fences, &c	528,111 60	·49	614,500 97	·40	651,581 83	·50	619,956 79	·41	696,580	·38
Snow fences and sheds	91,538 47	·08	81,225 86	·06	117,479 11	·09	178,989 38	·11	266,855	·14
Signals and interlocking plants	131,419 79	·12	155,668 13	·13	174,926 25	·13	177,140 97	·11	228,826	·12
Telegraph and telephone lines	246,934 48	·23	438,160 47	·36	504,792 52	·38	554,159 03	·36	607,448	·33
Electric power transmission	4,646 36	·00	116,325 48	·09	3,860 34	·00			3,006	·00
Buildings, fixtures and grounds	2,241,319 79	2·14	2,461,761 72	2·04	3,090,367 46	2·36	3,684,523 98	2·44	3,731,385	2·05
Docks and wharves	187,879 64	·17	167,519 61	·14	170,387 62	·13	124,819 98	·08	125,654	·07
Roadway tools and supplies	238,789 60	·21	267,462 06	·22	343,654 12	·26	375,628 15	·25	522,637	·28
Injuries to persons	42,563 21	·04	66,233 81	·05	82,457 05	·06	102,076 50	·07	105,662	·05
Stationery and printing	40,519 73	·04	47,019 92	·04	60,839 28	·02	65,492 46	·04	87,643	·04
Other expenses	25,741 90	·02	19,439 05	·01	21,026 65	·02	19,982 80	·01	13,998	·00
Maintaining joint tracks, &c., Dr.	32,984 57	·03	120,340 85	·10	144,710 93	·11	160,087 68	·10	223,175	·12
Maintenance of Equipment—										
Superintendence	497,292 54	·47	565,442 79	·46	614,929 23	·47	648,612 28	·43	787,471	·43
Steam locomotives, repairs	9,427,704 22	9·01	10,876,301 12	9·02	10,643,270 84	8·12	12,017,379 67	7·97	15,520,040	8·52
Steam locomotives, renewals	411,781 23	·04	585,978 33	·48	688,329 54	·52	630,658 21	·42	831,421	·45
Electric locomotives, repairs	11,060 55	·01			3,903 88	·00	6,846 88	·00	9,362	·00
Passenger train cars, repairs	2,595,472 23	2·48	3,486,546 88	2·89	3,176,119 01	2·42	3,707,031 92	2·47	4,524,274	2·48
Passenger train cars, renewals	158,959 43	·15	229,517 21	·19	285,139 50	·22	309,301 40	·20	462,944	·25
Freight train cars, repairs	5,893,635 61	5·63	7,243,600 61	·601	7,498,527 27	5·72	8,863,819 02	5·88	10,283,689	5·64
Freight train cars, renewals	879,717 84	·84	1,001,559 92	·83	1,044,217 85	·80	1,200,598 14	·79	1,631,358	·89
Work equipment, repairs	454,543 08	·43	698,592 58	·57	824,105 05	·63	798,808 85	·53	964,522	·53
Work equipment, renewals	87,618 41	·08	141,530 79	·11	125,697 62	·09	215,937 08	·15	253,730	·14
Floating equipment, repairs	44,111 84	·04	137,694 15	·11	125,895 18	·09	85,599 67	.05	113,639	·06
Floating equipment, renewals							2,094 84	·00	5,400	·00
Shop machinery and tools	761,738 82	·73	777,666 28	·64	877,373 11	·00	1,070,366 36	·71	1,417,051	·79

Following is a table, showing a comparison of operating expenses for 1909, 1910, 1911 1912, and 1913, &c.—*Concluded.*

Operating Expenses.	1909.		1910.		1911.		1912.		1913.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
	$ cts.		$ cts.		$ cts.		$ cts.		$	
Maintenance and Equipment—*Con.*										
Power plant equipment	7,119 51	·00	2,218 52	·00	3,908 94	·00	3,232 91	·00	8,426	·00
Injuries to persons	33,014 04	·03	41,122 58	·03	35,474 48	·03	65,791 22	·04	94,519	·05
Stationery and printing	64,883 49	·06	71,196 77	·05	78,064 46	·06	92,060 58	·06	112,752	·06
Other expenses	121,201 13	·11	93,254 29	·07	100,481 58	·08	89,250 47	·05	210,893	·11
Equipment loaned and borrowed—Dr.	60,653 23	·05	41,117 49	·03	105 67	·00	4,127 54	·00	58,227	·03
Traffic Expenses—										
Superintendence	789,829 20	·75	873,134 66	·72	946,707 75	·72	1,072,922 35	·71	1,202,432	·66
Outside agencies	1,630,331 55	1·55	1,980,700 23	1·64	2,237,388 49	1·70	2,376,970 60	1·57	2,822,800	1·55
Advertising	698,539 25	·66	804,392 81	·66	821,328 74	·63	1,009,598 72	·70	1,179,610	·64
Traffic associations	74,397 04	·07	83,673 99	·06	100,723 48	·08	107,472 05	·07	119,111	·06
Fast freight line	303,285 09	·29	224,655 69	·18	207,842 69	·16	185,507 55	·11	189,046	·10
Industrial and immigration bureaus	18,856 06	·02	36,954 96	·03	109,000 33	·08	77,031 07	·04	102,158	·05
Stationery and printing	278,799 24	·26	356,373 61	·29	397,325 63	·30	458,175 87	·30	515,445	·28
Other expenses	4,787 14	·00	6,290 97	·00	11,427 60	·01	6,021 54	·00	12,549	·00
Transportation Expenses—										
Superintendence	1,258,246 56	1·20	1,327,856 06	1·10	1,484,480 47	1·13	1,664,102 69	1·10	2,171,316	1·19
Despatching trains	794,148 07	·76	796,991 87	·66	879,512 46	·67	989,010 82	·65	1,260,662	·69
Station employees	7,144,573 81	6·83	8,315,042 55	6·90	9,539,510 35	7·28	10,949,743 16	7·26	13,900,412	7·63
Weighing and car service association	46,049 36	·04	56,761 82	·04	46,117 02	·03	55,836 65	·03	72,212	·03
Coal and ore docks	19,909 99	·01	50,177 08	·04	40,795 60	·03	5,278 84	·00	10,323	·00
Station supplies and expenses	798,021 05	·76	853,102 92	·71	892,376 56	·74	1,132,947 80	·75	1,396,324	·76
Yardmasters and their clerks	374,334 16	·35	405,805 05	·33	499,570 69	·37	577,624 19	·37	864,259	·47
Yard conductors and brakemen	1,533,070 52	1·46	1,849 942 79	1·53	2,630 566 87	2·01	3 331 536 42	2·21	4,233,511	2·32
Yard, switch and signal tenders	183,210 94	·17	193 013 69	1·6	212 336 65	·04	247 410 79	·17	278,242	·15
Yard supplies and expenses	71,682 94	·06	57 503 26	·04	60 331 26	·01	94 521 95	·06	101,588	·05
Yard enginemen	1,144,827 42	1·09	1,299,915 93	1·07	1,664,889 64	1·27	2,088,282 16	1·38	2,662,307	1·46
Engine house expenses—yard	337,421 60	·32	377,954 92	·31	479,790 74	·36	590,541 03	·38	775,829	·42
Fuel for yard locomotives	1,433,354 45	1·37	1,737,575 56	1·44	2,034,664 63	1·55	2,588,822 97	1·71	3,336,910	1·83
Water for yard locomotives	80,869 73	·07	86,510 94	·07	100,992 61	·03	120,426 90	·08	150,666	·08
Lubricants for yard locomotives	31,159 05	·03	32,057 60	·02	35,173 51	·08	38,920 16	·02	49,739	·02
Other supplies for yard locomotives	34,274 79	·03	40,807 38	·03	44,979 76	·03	54,854 87	·03	71,922	·04
Operating joint yards, &c.—Dr.	424,953 72	·40	477,543 27	·39	522,751 38	·40	561,164 50	·36	1,048,545	·57
Motormen	10,599 40	·01			10,685 97	·00	1,634 69	·00	5,257	·00
Road enginemen	6,305,369 08	6·02	6,891,165 42	5·72	7,749,405 13	6·06	9,197,792 77	6·10	11,157,678	6·13
Engine house expenses—road	2,075,177 82	1·88	2,125,418 22	1·77	2,393,116 79	1·82	2,830,518 62	1·87	3,463,129	1·90
Fuel for road locomotives	16,111,095 45	15·40	16,832,817 13	13·97	18,147,438 22	13·84	21,591,999 64	14·32	25,089,445	13·78
Water for road locomotives	746,594 70	·71	768,167 84	·63	859,072 53	·65	1,042,137 09	·70	1,243,782	·68

Lubricants for road locomotives	245,076 65	·23	270,872 01	·22	306,940 63	·23	351,407 64	·23	420,412	·23
Other supplies	287,462 54	·27	306,586 55	·25	354,875 66	·50	388,381 63	·26	502,845	·27
Operating power plant	28,515 15	·02	175 48	·00	3,665 77	·00	.....	.....	2,433	·00
Purchased power	.....	.....	.....	.....	15,003 18	·01	.....	.....	4,781	·00
Road trainmen	6,584,565 63	6·29	7,247,121 40	6·01	8,306,084 59	6·34	9,994,675 15	6·63	11,821,933	6·50
Train supplies and expenses	2,201,549 18	2·10	2,428,155 75	1·94	2,688,435 63	2·05	3,246,648 32	2·15	3,958,532	2·17
Interlocks, block and other signals	223,370 27	·21	230,629 58	·19	196,894 92	·15	202,218 86	·14	259,938	·14
Crossing flagmen and gatemen	117,726 84	·11	128,315 59	·10	146,160 69	·11	160,959 35	·10	191,884	·10
Drawbridge operation	37,313 04	·03	41,167 50	·03	101,717 47	·08	49,469 52	·03	59,633	·03
Clearing wrecks	330,212 24	·31	314,005 59	·26	340,988 87	·26	513,957 11	·36	670,677	·37
Telegraph and telephone—operation	216,322 74	·20	237,189 55	·19	249,331 33	·19	291,858 47	·19	366,710	·20
Operating floating equipment	331,446 35	·31	390,301 92	·32	289,605 15	·22	249,569 38	·17	282,348	·15
Express service	6,532 66	·00	6,717 25	·00	7,374 77	·00	7,597 55	·00	66,635	·03
Stationery and printing	479,151 53	·46	575,269 34	·48	620,273 92	·47	708,465 09	·47	867,222	·47
Other expenses	238,914 58	·21	270,420 72	·22	334,214 49	·26	372,159 75	·25	408,497	·22
Loss and damage—freight	1,004,774 74	·96	865,688 58	·71	1,073,407 20	·82	1,424,702 68	·95	2,102,597	1·15
Loss and damage—baggage	21,973 64	·02	15,007 36	·01	18,802 07	·01	20,410 21	·01	29,193	·01
Damage to property	163,483 71	·15	172,429 79	·14	197,677 02	·15	528,670 31	·37	265,922	·14
Damage to stock on right of way	59,626 02	·05	57,281 26	·05	68,048 50	·04	76,755 46	·05	86,693	·04
Injuries to persons	657,011 14	·63	658,205 05	·54	559,058 38	·03	554,323 50	·37	879,067	·48
Operating joint tracks—Dr	76,728 69	·07	88,462 03	·07	46,149 91	·42	72,205 27	·04	96,255	·05
General Expenses—										
Salaries and expenses of general offices	739,028 29	·07	754,158 00	·62	808,131 25	·63	1,011,334 22	·69	963,085	·53
Salaries and expenses of clerks, &c	1,126,730 58	1·06	1,197,850 70	1·00	1,322,385 75	1·00	1,512,453 07	1·00	1,780,558	·97
General office supplies and expenses	227,096 50	·21	193,026 52	·16	227,932 86	·17	266,635 75	·17	366,627	·15
Law expenses	480,924 76	·46	511,659 98	·42	585,862 84	·45	601,957 19	·38	693,215	·37
Insurance	593,060 31	·56	654,633 93	·54	726,168 79	·55	831,127 09	·55	1,013,385	·55
Relief department expenses	29,941 71	·02	28,558 43	·02	28,504 34	·02	30,261 38	·02	28,841	·01
Pensions	188,282 26	·18	181,255 41	·15	186,323 02	·14	194,858 13	·11	204,916	·11
Stationery and printing	152,910 01	·14	177,661 48	·14	191,210 03	·15	198,698 78	·11	253,795	·14
Other expenses	296,749 50	·27	360,756 97	·30	398,981 16	·30	478,766 18	·32	655,484	·36
General administration joint tracks, &c.—Dr	18,370 48	·02	13,626 58	·01	11,539 49	·00	11,596 47	·01	24,280	·01

Details of operating expenses for 1913, by railways, will be found in table 8.

The following statement shows maintenance of way and structures, together with maintenance of equipment, per mile of line, for the past five years:—

Year.	Maintenance of Way. Amount.	Mileage.	Amount per Mile of Line.	Year.	Maintenance of Equipment. Amount.	Mileage.	Amount per Mile of Line.
	$ cts.		$ cts.		$ cts.		$ cts.
1907	20,887,091 66	22,452	930 30	1907	21,666,373 08	22,452	965 01
1908	20,778,609 78	22,966	901 76	1908	20,273,625 95	22,966	882 77
1909	21,153,274 46	24,104	877 58	1909	21,510,303 59	24,104	892 40
1910	27,035,603 46	24,731	1,093 19	1910	26,002,301 30	24,731	1,051 41
1911	29,245,093 22	25,400	1,151 38	1911	26,127,638 12	25,400	1,028 65
1912	31,514,098 12	26,727	1,179 11	1912	29,811,510 09	26,727	1,115 41
1913	35,933,322 78	29,336	1,224 92	1913	37,289,718 47	29,336	1,271 13

It is significant that the cost of maintenance of way and structures should have increased 31.6 per cent, and maintenance of equipment 31.7 per cent, within six years.

So that the more important items relating to earnings and operating expenses may be had before the eye in convenient form for comparison, the following table is presented:—

	1907.	1908.	1909.
	$	$	$
Gross Earnings	146,738,214	146,918,313	145,056,336
Net Earnings	42,989,537	39,614,171	40,456,251
Gross earnings per mile	6,535·64	6·397·21	6,017·89
Net earnings per mile	1,914·73	1,724·90	1,678·40
Earnings per passenger	1·219	1·175	1·195
" ton	1·472	1·486	1·432
" passenger train mile	1·263	1·228	1·150
" freight train mile	2·069	2·008	2·041
" train mile, all trains	1·875	1·791	1·816
Operating Expenses	103,748,672	107,304,143	104,600,084
" " per mile	4,620·90	4,672·30	4,339 53
Cost of running trains one mile	1·381	1·364	1·309

	1910.	1911.	1912.	1913.
	$	$	$	$
Gross earnings	173,956,217	188,733,494	219,726,540	256,702,703
Net earnings	53,550,776	57,698,709	68,677,213	74,691,013
Gross earnings per mile	7,033·93	7,430·45	8,209·94	8,750·50
Net earnings per mile	2,165·83	2,271·60	2,569·58	2,511·96
Earnings per passenger	1·282	1·363	1·375	1·394
" ton	1·560	1·561	1·655	1·636
" passenger train mile	1·277	1·348	1·390	1·413
" freight train mile	2·316	2·376	2·494	2·595
" train mile, all trains	2·036	2·103	2·174	2·263
Operating expenses	120,405,440	131,034,785	150,726,540	182,011,690
" " per mile	4,868·60	5,158·85	5,639·48	6,204·38
Cost of running trains one mile	1,409	1,460	1·493	1·604

EQUIPMENT.

Substantial additions were made to the equipment of railways in 1913. The units reported were:—

	Number.	Increase.
Locomotives	5,119	635
Cars in passenger service	5,696	750
Cars in freight service	182,221	41,303
Cars in Company's service	15,526	5,060

During the past seven years, locomotives have been reported as having been assigned to the following services:—

Locomotives.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Passenger	964	1,122	1,056	1,090	1,215	1,192	1,474
Freight	2,206	2,392	2,539	2,601	2,659	2,787	3,011
Switching	334	358	384	388	435	505	634

The growth of equipment during the past seven years, omitting company's cars, is shown in the following statement of numbers:—

Locomotives and Cars.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Locomotives	3,504	3,872	3,969	4,079	4,219	4,484	5,119
Freight cars	107,407	115,709	117,779	119,713	127,158	140,918	182,221
Passenger cars	3,642	4,026	4,192	4,320	4,513	4,946	5,696

Cars in passenger service have been classified, since 1907, as follows:—

Cars in Passenger Service.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
First class	1,300	1,493	1,560	1,564	1,601	1,788	2,058
Second Class	472	487	471	512	517	550	627
Combination	405	422	429	435	434	453	492
Emigrant	272	303	317	318	357	389	437
Dining	105	114	127	123	137	159	176
Parlour	63	63	60	69	80	89	117
Sleeping	212	236	261	283	306	353	440
Baggage, express and postal	782	873	926	979	1,045	1,132	1,275
Other	31	35	41	37	36	33	74
Totals	3,642	4,026	4,192	4,320	4,513	4,946	5,696

Cars in freight service have been divided into the following classes:—

Cars in Freight Service.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Box	68,149	72,863	74,477	75,983	79,412	89,982	128,511
Flat	20,477	21,759	21,188	20,769	21,069	22,000	25,117
Stock	4,817	5,047	5,518	5,528	5,809	6,322	6,745
Coal	10,358	11,616	11,721	12,680	13,768	14,715	14,746
Tank	132	197	197	195	277	390	479
Refrigerator	1,917	2,423	2,466	2,539	2,807	3,082	3,911
Other	1,557	1,804	2,212	2,019	4,016	44,27	2,712
Totals	107,407	115,709	117,779	119,713	127,158	140,918	182,221

Cars in Company's service were classified as follows: officers' and pay, 116; gravel, 4,547; derrick, 178; caboose, 2,782; other road cars, 7,903—a total of 15,526.

The capacity of freight cars, as reported during the past seven years, has been as follows:—

	1907.		1908.		1909.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box	66,934	1,848,980	72,862	2,048,227	74,479	2,130,145
Flat	20,118	535,167	21,781	592,496	21,220	584,455
Stock	4,731	122,550	5,047	133,578	5,561	150,800
Coal	10,060	291,638	11,616	362,233	11,721	379,981
Tank	132	2,632	197	4,000	197	4,012
Refrigerator	1,745	48,745	2,423	69,000	2,465	71,085
Other	1,820	59,200	1,941	67,410	2,273	64,835
Totals	105,540	2,908,903	115,867	3,277,394	117,916	3,385,313

	1910.		1911.		1912.	
	No.	Capacity. in tons.	No.	Capacity. in tons.	No.	Capacity. in tons.
Box	75,983	2,211,963	79,412	2,343,920	89,982	2,741,350
Flat	20,769	576,198	21,069	600,970	22,000	648,010
Stock	5,528	151,565	5,809	161,765	6,322	178,070
Coal	12,680	433,178	13,768	503,215	14,715	561,175
Tank	195	3,962	277	7,490	390	12,720
Refrigerator	2,539	73,520	2,807	81,815	3,082	90,410
Other	2,019	58,720	4,016	102,105	4,427	130,540
Totals	119,713	3,514,106	127,158	3,806,280	140,918	4,362,275

	1913.	
	No.	Capacity in tons.
Box	128,511	4,096,480
Flat	25,117	763,665
Stock	6,745	193,975
Coal	14,746	567,210
Tank	479	15,785
Refrigerator	3,911	115,455
Other	2,712	104,315
Total	182,221	5,856,885

The significance of the foregoing figures is found in the fact that, whereas the average capacity for box cars in 1907 was 27.6 tons, in 1913 it had grown to 31 tons.

Further information regarding the growth of freight units will be found in the following comparison of classes:—

Class.	Capacity Pounds.	1908.	1909.	1910.	1911.	1912.	1913
I	10,000	771	859	393	273	77	74
II	20,000	1,995	1,147	1,245	1,115	742	622
III	30,000	3,227	4,143	2,412	3,332	3,277	2,068
IV	40,000	25,855	22,320	20,858	18,899	14,695	13,617
V	50,000	1,135	878	1,029	673	3,237	835
VI	60,000	69,416	73,737	76,610	82,555	89,512	114,528
VII	70 000	230	220	217	166	292	264
VIII	80,000	9,790	10,837	11,927	14,075	21,951	42,967
IX	90,000	.....	60	.....	.....	.....	.....
X	100,000	3,448	3,715	4,992	6,070	7,135	7,246
XI	110,000	.....	.....	.....	.....	.....	.....
XII	120 000	.....	.....	.....	.....	.....	.....
All over	120 000	.....	.....	.....	.....	.....	.....
Total	.....	115,867	117,916	119,713	127 158	140,918	182,221

The foregoing table shows steady progress made by Canadian railways in the employment of units of greater capacity. The smaller cars are growing fewer in number, and the larger are multiplying rapidly.

The available supply of rolling stock per 1,000 miles of line, during the past seven years, has been as follows:—

Rolling Stock.	Per 1,000 Mile of Line.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Locomotives	156	169	165	165	166	168	175
Freight Cars	4,783	5,039	4,887	4,840	5,006	5,273	6,211
Passenger Cars	162	175	174	174	177	185	194

Practically all the cars in passenger and freight service in 1913 were fitted with automatic couplers and train brake.

The equipment reported by the various railways will be found in detail in table No. 13 and table No. 14.

TRAIN, CAR AND LOCOMOTIVE MILEAGE.

The total mileage of revenue passenger, freight, mixed and special trains in 1913 was 113,437,208—a gain of 12,706,937 over 1912.

There was also a mileage of 5,873,310 attached to trains classified as non-revenue.

The following table relating to train mileage will show the facts in comparative form since 1907:—

	1907.	1908.	1909.	1910.
Passenger trains	30,220,461	31,950,349	32,295,730	35,022,541
Freight trains	38,923,899	40,476,370	40,304,906	43,742,668
Mixed trains	3,971,414	6,201,807	7,061,580	6,441,440
Special trains				202,592
Total	75,115,765	78,637,526	79,662,216	85,409,241

	1911.	1912.	1913.
Passenger trains	36,985,911	40,440,393	45,652,365
Freight trains	46,220,813	53,652,141	60,275,896
Mixed trains	6,277,468	6,473,882	7,044,194
Special trains	232,341	363,855	464,753
Total	75,716,533	100,930,271	113,437,208

The ratio which each class of train mileage in the above table bore to the total train mileage in each year since 1907 was as follows:—

	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Passenger trains	40·23	40·23	40·54	40·00	41·22	40·06	40·24
Freight trains	51·81	51·47	50·47	51·21	51·52	53·15	53·14
Mixed trains	7·90	7·90	8·87	7·54	6·98	6·41	6·21
Special trains				·25	·27	·38	·41

Following is the record of train mileage since 1875:—

Years.	Passenger Trains.	Freight Trains.	Mixed Trains.	Special Trains.	Total Train Mileage.	Engine Mileage.
1875	5,206,353	10,910,181	1,563,644		17,680,178	19,633,026
1876	5,837,461	9,616,148	2,650,019		18,103,628	21,011,052
1877	6,271,980	11,403,517	1,775,316		19,450,813	22,231,840
1878	6,225,327	9,981,786	3,462,334		19,669,447	24,091,600
1879	6,987,919	6,510,636	7,068,450		20,731,689	24,735,862
1880	7,312,168	10,775,380	4,157,292		22,427,449	26,575,969
1881	8,298,957	15,163,634	2,099,487		27,301,306	34,265,003
1882	15,074,891	15,638,013	2,357,393		27,846,411	33,374,847
1883	9,651,427	16,123,387	10,951,424		34,416,092	47,688,528
1884	9,315,694	15,710,630	4,254,595		29,758,676	37,390,874
1885	9,511,455	16,382,553	4,729,681		30,623,689	38,749,239
1886	9,214,131	15,914,127	5,182,557		30,481,086	37,359,494
1887	10,838,993	17,997,819	4,539,900		33,638,748	43,276,468
1888	11,859,684	20,651,834	4,763,318		37,391,206	46,489,229
1889	12,900,483	20,739,391	5,179,506		38,819,380	47,708,138
1890	14,362,879	22,428,249	5,058,210		41,849,329	49,512,530
1891	14,987,647	23,592,370	4,819,161		43,399,178	56,950,343
1892	15,237,093	24,399,014	4,812,361		44,448,468	56,994,253
1892	15,859,978	23,220,761	5,305,214		44,385,953	57,587,382
1894	16,542,860	21,423,496	5,803,673		43,770,029	57,401,514
1895	15,332,276	19,939,699	5,389,915		40,661,890	51,339,885
1896	15,846,645	23,299,776	5,354,181		44,500,602	55,786,960
1897	17,237,974	23,595,000	4,947,877		45,780,851	54,729,490
1898	19,305,603	26,868,366	5,519,424		50,688,283	60,103,944
1899	20,093,379	26,922,348	5,199,481		52,215,207	64,582,807
1900	20,922,098	24,662,906	9,592,867		55,177,871	67,712,252
1901	19,115,472	23,888,302	10,345,620		53,349,394	68,621,424
1902	21,104,036	24,891,813	9,734,007		55,729,856	70,275,615
1903	22,095,705	28,840,434	9,446,781		60,382,920	77,178,493
1904	23,502,876	28,278,310	9,530,816		61,312,002	80,508,064
1905	25,428,018	34,372,998	6,133,098		65,934,114	84,335,732
1906	28,071,648	39,045,168	5,606,666		72,723,482	94,180,788
1907	30,220,461	38,923,890	5,971,414		75,115,765	100,154,966
1908	31,950,349	40,476,370	6,210,807		78,637,526	100,622,241
1909	32,295,730	40,304,906	7,061,580		79,662,216	97,865,325
1910	35,022,541	43,742,668	6,441,440	202,592	85,409,241	106,019,475
1911	36,985,911	46,220,813	6,277,468	232,341	89,716,533	111,975,176
1912	40,440,393	53,652,141	6,473,882	363,855	100,930,271	127,401,480
1913	45,652,365	60,275,896	7,044,194	464,753	113,437,208	145,119,721

Passenger cars in 1913 had a mileage of 153,301,893; sleeping, parlor and observation cars 52,738,619, and other passenger train cars 92,977,602—a total of 299,018,114.

☞ The train mileage reported by the various railways in 1913 will be found in tables 10 and 11.

The relationship of train mileage to traffic and earnings therefrom, is shown in the following table:—

Year.	Freight Earnings.	Freight Train Mileage.	Number of Tons Carried.	Earnings per Freight Train Mile.	Average Earnings per ton Carried.
	$ cts.	Mileage.	Tons.	$ cts.	$ cts.
1875	12,073,570	12,473,825	5,670,837	·988	2·129
1876	12,211,158	12,266,167	6,331,757	·995	1·928
1877	11,321,264	13,178,833	6,859,796	·859	1·650
1878	13,129,191	13,444,120	7,883,472	·977	1·665
1879	12,509,093	13,579,086	8,348,810	·921	1·498
1880	15,506,935	14,932,672	9,938,858	1·038	1·560
1881	18,666,982	17,263,121	12,065,323	1·081	1·547
1882	17,729,945	18,013,406	13,575,787	·984	1·305
1883	21,320,208	27,074,761	13,266,255	·787	1·607
1884	20,763,243	19,965,225	13,712,269	1·039	1,514
1885	19,962,058	21,112,234	14,659,271	·946	1·371
1886	21,183,967	21,096,684	15,670,460	1·004	1·351
1887	24,581,047	22,537,719	16,365,335	1·091	1·502
1888	26,410,084	24,415,152	17,172,759	1·039	1·537
1889	26,671,049	25,918,897	17,928,626	1·029	1·487
1890	29,921,788	27,486,459	20,787,469	1·089	1·439
1891	30,584,645	28,411,531	21,753,021	1·075	1·404
1892	33,230,121	29,211,375	22,289,923	1·138	1·502
1893	32,935,028	28,525,975	22,033,599	1·155	1·496
1894	29,982,482	27,227,169	20,721,116	1·101	1·446
1895	29,545,490	25,329,614	21,524,421	1·166	1·372
1896	32,368,082	28,653,957	24,266,825	1·130	1·333
1897	33,522,102	28,542,877	25,300,331	1·174	1·324
1898	38,508,175	31,382,790	28,785,903	1·227	1·340
1899	40,101,036	32,121,829	31,211,753	1·248	1·284
1900	45,643,699	34,255,773	35,946,371	1·332	1·269
1901	46,665,103	33,233,922	36,999,922	1·363	1·261
1902	53,986,672	34,625,820	42,376,527	1·559	1·273
1903	63,089,448	38,287,215	47,373,417	1·648	1·331
1904	64,673,919	30,809,126	48,097,519	1·711	1·344
1905	68,203,320	40,506,096	50,893,957	1·684	1·340
1906	81,433,115	44,651,834	57,966,713	1·824	1·405
1907	94,995,087	44,895,304	63,866,135	2·116	1·472
1908	93,746,655	46,687,177	63,071,167	2·008	1·486
1909	95,714,783	47,366,436	66,842,258	2·041	1·432
1910	116,229,894	50,184,108	74,482,866	2·316	1,560
1911	126,743,015	52,498,281	79,884,282	2·376	1·561
1912	148,030,890	60,126,023	89,444,331	2·455	1·655
1913	174,684,640	67,320,090	106,992,,710	2·595	1·636

For the purposes of the foregoing calculations the mileage of freight trains includes the mileage of mixed trains.

The record of car mileage since the facts were first available is as follows:

Car Mileage.	1908.	1909.	1910.
Loaded freight cars	748,924,820	775,543,414	910,858,711
Empty freight cars	284,944,529	281,175,615	280,..55,329
Caboose cars	.....	37,644,058	45,567,459
Total	1,033,869,349	1,094,363,067	1,236,481,409

Car Mileage.	1911.	1912.	1913.
Loaded freight cars	946,946,917	1,102,719,543	1,211,708,492
Empty freight cars	311,984,866	310,974,528	381,048,160
Caboose cars	47,834,318	55,692,091	63,653,643
Total	1,306,766,101	1,469,386,162	1,656,410,295

Locomotive mileage was 145,119,721, as compared with 127,401,480 in 1912. The following is a comparative statement for the past seven years:—

Class of Locomotive.	1907.	1908.	1909.	1910.
	Miles.	Miles.	Miles.	Miles.
Freight	43,824,909	42,291,082	43,280,549	47,239,088
Passenger	29,110,158	30,504,171	32,282,534	34,758,088
Mixed	7,492,278	7,410,971	7,237,422	8,211,350
Switching	14,816,272	15,941,179	14,832,834	15,581,077
Special	4,911,249	5,474,838	231,986	229,872
Total	100,154,966	100,622,241	97,865,325	106,019,475

Class of Locomotive.	1911.	1912.	1913.
	Miles.	Miles.	Miles.
Freight	49,354,983	57,143,590	64,541,731
Passenger	36,946,876	40,944,058	45,926,357
Mixed	8,256,424	7,742,514	8,981,330
Switching	17,300,773	21,159,394	25,456,533
Special	116,120	411,924	213,770
Total	111,975,176	127,401,480	145,119,721

FUEL CONSUMED BY LOCOMOTIVES.

The consumption of fuel by locomotives in 1913 reached a total of 9,263,984 tons, as against 7,783,736 in 1912.

The cost of such fuel in 1913 was $28,426,355, or $4,245,532 in excess of the figures for 1912.

Following is a statement of the consumption of fuel by classes of locomotives during the past seven years:—

Class of Locomotive.	1907.	1908.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.
Freight	3,194,510	3,318,283	3,833,010	3,597,541
Passenger	1,331,178	1,446,919	1,834,700	1,636,454
Mixed	303,549	350,921	410,800	388,693
Switching	557,576	598,092	743,977	620,303
Construction	223,141	256,576	9,621	9,063
Total	5,608,954	5,970,791	6,832,108	6,252,054

Class of Locomotive.	1911.	1912.	1913.
	Tons.	Tons.	Tons.
Freight	3,844,042	4,480,728	5,361,839
Passenger	1,813,809	1,983,238	2,249,320
Mixed	421,277	407,970	502,631
Switching	716,276	890,650	1,138,531
Construction	5,209	21,150	11,663
Total	6,800,648	7,783,736	9,263,984

The volume of fuel consumed, and the cost thereof, have been as follows since 1907:—

Year.	Tons.	Cost.
		$
1907	5,608,954	15,137,504
1908	5,970,791	17,718,468
1909	6,832,108	17,544,449
1910	6,252,054	18,570,393
1911	6,800,648	20,182,193
1912	7,783,736	24,160,823
1913	9,263,984	28,426,355

The fuel bill in 1913 was divided as follows: Yard locomotives, $3,336,910; road locomotives, $25,089,445.

The average cost of fuel in 1913 was $3.07 per ton, as compared with $3.15 in 1912. This calculation, however, is subject to qualification. In 1913 there were 31,087,252 gallons of oil used; in the preceding year but 1,729,577 gallons. The coal equivalent for oil has not been definitely determined, and there was a slight confusion in the returns for that reason. The bringing of oil into use as a fuel on a relatively large scale within recent years will inevitably lead to an early re-casting of the fuel account.

Class of Locomotive.	Coal.		Wood.		Other Fuel.		Total.	Miles Run.
	Anthracite.	Bituminous.	Hard.	Soft.	Oil.	Charcoal.		
	Tons.	Tons.	Cords.	Cords.	Gallons.	Bushels.	Tons.	
Freight	1,208	5,223,973	463	21,057	20,153,877	70,562	5,361,839	64,541,731
Passenger	754	2,186,069	470	10,758	9,103,495	55,120	2,249,320	45,926,357
Mixed Grain	1,465	494,547	68	3,208	489,720	4,597	502,631	8,981,330
Switching	1,235	1,124,857	.....	5,591	1,320,382	27,070	1,138,531	25,456,533
Special	.....	11,517	.....	33	19,778	179	11,663	213,770
Total	4,662	9,040,963	1,001	40,647	31,087,252	157,528	9,263,984	145,119,721

Note: One and one half cords hard wood equal one ton.
Two cords soft wood equal one ton.

The weight of fuel consumed by each class of locomotive in 1913 and six preceding years is shown in the following table:—

Class of Locomotive.	Fuel consumed per 100 miles.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Freight	7·29	7·84	8·85	7·62	7·78	7·84	8·31
Passenger	4·57	4·74	5·68	4·71	4·91	4·84	4·89
Mixed	4·05	4·73	5·67	4·73	5·10	5·27	5·59
Switching	3·76	4·00	5·01	3·98	4·14	4·26	4·47
Construction or special	4·54	4·69	4·14	3·94	4·48	5·13	5·46

The cost of fuel per 100 miles is shown in the following comparative statement:—

Class of Locomotive.	Cost of fuel per 100 miles.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
	$	$	$	$	$	$	$
Freight	19·61	23·20	22·65	22·48	22·17	24·46	25·51
Passenger	12·29	14·03	14·54	13·89	14·28	15·10	15·01
Mixed	10·89	14·00	14·51	13·95	14·84	16·44	17·16
Switching	10·11	11·84	12·82	11·74	12·04	13·38	13·72
Construction or special	12·21	13·88	10·59	11·62	13·03	16·00	16·76

ACCIDENTS.

The movement of trains in Canada caused the death of 710 persons in 1913 and the injury of 2,966.

The non-movement of trains accounted for 32 additional deaths and 1,606 cases of injury.

The foregoing figures show an increase over 1912 of 174 in the number killed and 792 in the number injured.

Through the movement of trains one passenger in every 1,216,599 was killed, and one in every 71,124 injured.

Details with regard to accidents, showing the railways on which they occurred, will be found in Table No. 16.

The number and classes of persons killed and injured in 1913 are shown in the following summary:—

	Movement of Trains.		Non-movement of trains.	
	Killed.	Injured.	Killed.	Injured.
Passengers	38	650	3	17
Employees	298	1,834	26	1,573
Trespassers	309	284	.....	.....
Non-trespassers	63	171	.....	.....
Postal clerks and others	2	27	3	16
Total	710	2,966	32	1,606

Following is a comparative table of the number of accidents which resulted from the movement of trains during the past seven years.—

—	Killed.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Passengers	70	28	36	60	28	47	38
Employees	249	224	182	214	202	215	298
Trespassers	195	156	190	175	185	235	309
Non-trespassers	70	22	67	74	48	48	63
Postal clerks, &c	3	16	.....	1	2	.....	2
Other persons	11	3	3	.....	.....	.....	.....
Total	598	449	478	524	465	554	710

	Injured.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Passengers	352	345	281	270	288	458	650
Employees	1,126	1,793	897	926	1,314	1,606	1,834
Trespassers	125	120	95	148	154	193	284
Non-trespassers	88	59	89	77	135	120	171
Postal clerks, &c	7	3	25	20	15	.....	27
Other persons	454	27	17	.....	.....	33	.....
Total	2,152	2,347	1,404	1,441	1,906	2,437	2,966

With respect to the causes of accidents to passengers the following table gives the facts for 1913 and the six preceding years:—

Causes—Accidents to Passengers.	Killed.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Collisions	26	2	6	2	4	18	3
Derailments	21	8	1	44	1	.....	15
Parting of trains	.....	.....	.....	.....	.....	.....	.....
Falling from trains, &c	2	6	11	3	10	10	8
Jumping on or off	10	6	14	8	11	4	7
Struck at highways	4	.....	1	.....	.....	4	1
" stations	4	3	1	1	1	3	1
" other points	.....	2	.....	1	1	1	2
Other causes	3	1	2	1	.....	7	1
Total	70	28	36	60	28	47	38

Causes—Accidents to Passengers.	Injured.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Collisions	93	88	83	31	43	73	108
Derailments	127	131	99	126	88	203	347
Parting of trains	3	1	.....	2	.....	4	.....
Falling from trains, &c	36	20	11	28	34	51	49
Jumping on or off	38	50	57	43	67	70	72
Struck at highways	7	.....	.....	1	4	2	3
" stations	3	5	5	4	2	4	6
" other points	1	1	1	2	.....	1	3
Other causes	44	49	25	33	50	77	62
Total	352	345	281	270	288	485	650

The following tables show the causes and number of accidents to employees resulting from the movement of trains:—

Causes—Accidents to Employees.	Killed.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Coupling or uncoupling	34	20	18	17	13	18	27
Collisions	46	25	40	19	34	29	40
Derailments	12	15	15	47	10	15	22
Parting of trains	2	1	.....	.....	.....	1	1
Locomotive or cars breaking down	1	1	1	.....	.....	3	.....
Falling from trains or cars	32	32	28	23	26	31	45
Jumping on or off	7	8	9	24	15	15	22
Struck by trains, &c	85	81	53	62	72	79	97
Overhead obstructions	2	3	.....	1	3	3	1
Other causes	28	16	18	21	29	21	43
Total	249	224	182	214	202	215	298

Causes—Accidents to Employees.	Injured.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Coupling or uncoupling	141	183	125	139	191	208	182
Collisions	135	80	86	56	119	141	210
Derailments	56	60	65	58	67	91	88
Parting of trains	16	11	9	6	13	13	16
Locomotive or cars breaking down	6	16	6	19	12	17	13
Falling from trains or cars	186	185	142	165	253	275	366
Jumping on or off	66	108	95	98	141	129	180
Struck by trains, &c	130	116	88	78	121	172	136
Overhead obstructions	13	14	11	25	17	33	31
Other causes	377	340	270	282	380	527	612
Total	1,126	1,113	987	926	1,314	1,606	1,834

The number and classes of employees killed and injured from the movement of trains during 1913 and six preceding years are shown in the following summary:—

Employees.	Killed.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Trainmen	149	109	113	103	101	115	167
Trackmen	53	36	37	70	44	47	59
Switch tenders, watchmen, &c	7	11	3	9	6	8	8
Stationmen	3	4	2	2	5	3	9
Shopmen	9	11	7	4	18	13	15
Telegraph employees		2			3	2	
Other employees	28	51	20	26	25	27	40
Total	249	224	182	214	202	215	298

Employees.	Injured.						
	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Trainmen	791	730	603	610	972	1,078	1,277
Trackmen	104	307	71	159	158	200	245
Switch tenders, watchmen, &c	47	40	27	25	11	67	41
Stationmen	5	65	10	6	6	18	39
Shopmen	16	281	16	41	64	68	59
Telegraph employees	3	4	3	3	4	6	11
Other employees	107	312	77	105	99	169	162
Total	1,121	1,793	897	926	1,314	1,606	1,834

Accidents from other causes than the movement of trains occurred in 1911, 1912 and 1913 to the following classes of persons:—

	Killed.			Injured.		
	1911.	1912.	1913.	1911.	1912.	1913.
Passengers		1	3	9	8	17
Trainmen and trackmen	9	3	6	347	334	488
Stationmen	2	2		200	163	147
Shopmen	4	3	5	383	405	472
Other employees	10	11	15	471	416	466
Other persons	3	3	3	13	17	16
Total	28	23	32	1,423	1,343	1,606

The record of accidents from the movement of trains, since 1887, is as follows:—

Years.	Passengers.		Employees.		Others.		Total.		Passengers.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One killed in every	One injured in every
1888	20	70	107	619	194	86	213	775	534,931	152,837
1889	37	103	89	637	84	135	210	875	528,408	117,971
1890	11	52	83	682	124	101	218	835	1,165,563	246,562
1891	13	105	65	582	118	131	193	818	1,017,120	125,920
1892	14	43	110	697	109	139	233	879	966,672	314,730
1893	11	57	72	331	133	120	216	708	1,238,092	238,912
1894	12	64	67	521	132	107	211	694	1,205,208	225,976
1895	9	47	51	489	127	122	187	658	1,551,175	297,608
1896	11	62	46	446	104	111	161	619	1,346,400	238,877
1897	7	70	76	579	130	158	213	807	2,310,191	231,019
1898	5	72	98	862	167	163	270	1,037	3,688,803	356,167
1899	20	119	119	882	145	184	284	1,185	956,668	160,784
1900	7	131	123	941	195	245	325	1,303	3,071,453	164,123
1901	16	134	118	970	183	213	317	1,317	1,149,168	157,207
1902	19	177	146	930	165	221	330	1,328	1,088,419	116,836
1903	35	258	186	956	181	239	420	1,453	417,900	85,848
1904	25	232	192	214	178	259	395	705	945,630	101,899
1905	35	244	205	920	227	193	468	1,357	722,535	103,624
1906	16	231	139	893	206	241	361	1,365	1,749,361	121,168
1907	70	352	246	1,125	268	220	587	1,698	459,104	91,299
1908	28	345	224	1,113	197	209	449	2,347	1,215,893	98,681
1909	36	281	182	897	260	226	478	1,404	907,869	116,311
1910	60	270	214	926	250	245	524	1,441	598,243	132,943
1911	28	288	202	1,311	235	304	465	1,906	1,324,919	124,489
1912	47	485	215	1,606	283	346	545	2,437	872,855	84,792
1913	38	650	298	1,834	374	482	710	2,966	1,216,530	71,124

ACCIDENTS AT HIGHWAY CROSSINGS.

Accidents at highway intersections of railways in 1913 caused the death of 63 persons and the injury of 104. There was a decrease, as compared with 1912, of 12 in the number killed and an increase of 20 in the number injured.

Of the killed, however, 35 were trespassers at the time of the accident, and of the injured 43 were of the same class. Such accidents for the most part occur at guarded crossings when the gates are down or signals set to danger.

Class of Highway Crossing.	Killed.					
	1908.	1909.	1910.	1911.	1912.	1913.
Urban	30	33	28	22	33	32
Rural	21	43	35	14	42	31
Total	51	76	63	36	75	63

Class of Highway Crossing.	Injured.					
	1908.	1909.	1910.	1911.	1912.	1913.
Urban	35	41	45	70	43	69
Rural	33	31	16	38	41	35
Total	68	72	61	108	84	104

HIGHWAY CROSSINGS.

There was an increase of 103 in the number of protected crossings during 1913, of which 47 were rural and 56 urban. The facts with regard to highway crossings are shown in the following tabular statement:—

Year.	Protected Crossings.		Unprotected Crossings	
	Urban.	Rural.	Urban.	Rural.
1909	587	492	1,767	15,426
1910	630	557	1,902	16,923
1911	692	661	2,026	16,655
1912	788	680	3,039	17,268
1913	844	827	2,658	18,681

Crossings—How Protected.	1909.		1910.		1911.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.
By gates	34	153	28	133	28	153
By bridges	190	110	220	125	232	128
By subways	213	166	229	171	269	182
By bells	39	77	64	83	104	115
By watchmen	16	101	16	118	19	123
Total	492	587	557	630	652	701

Crossings—How Protected.	1912.		1913.	
	Rural.	Urban.	Rural.	Urban.
By gates	33	174	71	178
By bridges	233	147	274	158
By subways	275	216	276	227
By bells	118	127	179	155
By watchmen	21	124	27	126
Total	680	788	827	844

RAILWAY EMPLOYEES.

The number of railway employees returned as of June 30, 1913, was 178,652, —an increase of 22,751 over 1912. This was a natural result of the expansion in operations during the year.

Salaries and wages for the year reached a total of $115,749,825.10, as compared with $94,237,623 in 1912.

Numbers increased 14.6 per cent in 1913, and the aggregate of salaries and wages 22.7 per cent.

Year.	Salaries and wages.	Ratio to gross earnings.	Ratio to operating expenses.
	$		
1907	58,719,493	40·01	56·70
1908	60,376,607	41·09	56·26
1909	63,216,662	43·58	60·43
1910	67,167,793	38·61	55·78
1911	74,613,738	39·53	56·94
1912	94,237,623	39·79	57·92
1913	115,749,825	45·09	63·59

Employees and their remuneration were distributed under the following heads:—

——	Number.	Amount.
		$
Way and structures	55,339	26,105,363
Equipment	32,679	22,534,072
Traffic expenses	2,472	2,209,984
Transportation expenses	67,676	54,170,518
General expenses	16,797	7,577,702
Undistributed	38	18,066
Total	178,652	115,749,825

The distribution of salaries and wages in preceding years had been as follows:

——	1907.	1908.	1909.	1910.
	$	$	$	$
Way and structures	15,398,885	14,715,572	14,249,186	16,502,902
Equipment	12,161,917	13,008,104	14,623,930	14,775,782
Traffic expenses	.....	.....	5,353,607	1,313,980
Transportation expenses	27,398,553	28,479,096	14,656,585	32,091,952
General expenses	3,760,138	4,163,835	4,333,354	2,483,177
Total	58,719,493	60,386,607	63,216,662	67,167,793

	1911.	1912.	1913.
	$	$	$
Way and structures	18,157,696	21,321,271	26,105,363
Equipment	15,544,057	17,761,622	22,534,072
Traffic expenses	1,564,399	1,679,919	2,209,984
Transportation expenses	35,832,034	43,988,877	54,170,519
General expenses	2,515,552	2,547,950	3,134,119
Outside operations			7,577,702
Undistributed			18,066
Total	74,613,738	87,299,639	115,749,825

The following table will show the number and classes of employees, and also the number of the various classes per 100 miles of line, in 1913 and six preceding years:—

Railway Employees.	1907.		1908.		1909.		1910.	
	No.	Per 100 miles of line.	No.	Per 100 miles. of line.	No.	Per 100 miles of line.	No.	Per 100 miles of line.
General officers	336	2	318	1	328	1	372	2
Other officers	461	2	526	2	574	2	178	3
General Office clerks	4,214	19	4,795	21	5,567	25	4,835	28
Station agents	2,536	11	2,522	11	2,624	11	2,879	12
Other stationmen	11,829	53	8,908	39	10,739	45	12,578	51
Enginemen	4,351	19	3,868	17	4,104	17	4,419	18
Firemen	4,760	21	4,206	18	4,330	18	4,885	20
Conductors	2,911	13	2,719	12	2,831	12	3,323	13
Other trainmen	8,261	36	7,507	33	8,178	34	7,946	32
Machinists	2,486	11	2,759	12	3,291	14	2,935	12
Carpenters	3,215	14	3,190	14	3,377	14	3,348	17
Other Shopmen	12,579	56	11,873	52	13,858	57	15,387	62
Section foremen	3,903	17	4,017	17	4,216	17	4,539	18
Other trackmen	30,614	136	20,068	87	28,401	118	30,131	122
Switch tenders, &c	2,364	11	1,849	8	1,624	7	1,628	7
Telegraph operators	2,987	13	2,686	12	2,899	12	2,985	12
Floating equipment	5,426	24	7,273	32	9,324	39	292	1
All other employees	20,779	93	17,320	75	18,527	77	17,568	71
Total	124,012	551	106,404	463	125,105	520	123,768	501

Railway Employees.	1911.		1912.		1913.	
	No.	Per 100 miles of line.	No.	Per 100 miles of line.	No.	Per 100 miles of line.
General officers	341	1	328	1	371	1
Other officers	878	3	1,018	3	1,158	4
General office clerks	7,076	28	7,679	29	8,915	30
Station agents	2,875	11	3,090	12	3,225	11
Other stationmen	13,334	52	15,041	56	16,505	56
Enginemen	4,647	18	5,505	20	6,102	21
Firemen	4,979	20	6,048	21	6,743	21
Conductors	3,643	14	4,348	16	4,923	17
Other trainmen	8,472	33	10,090	37	12,107	41
Machinists	3,092	12	3,932	15	4,292	20
Carpenters	4,283	17	4,320	16	5,865	19
Other shopmen	19,075	75	19,568	73	22,410	76
Section foremen	4,166	16	4,534	17	5,035	19
Other trackmen	21,628	85	26,319	98	32,181	109
Switch tenders, &c	1,863	7	1,658	6	1,715	6
Telegraph operators	3,088	12	3,425	13	3,947	13
Floating equipment	8,230	32	6,751	25	6,647	23
All other employees	29,549	116	32,228	121	36,473	124
Total	141,224	552	155,901	583	178,652	609

The average daily compensation of employees for the past seven years is shown in the following table:—

Employees.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
	$	$	$	$	$	$	$
General officers	11 74	11 59	11 73	10 72	11 72	12 47	12 96
Other officers	4 11	4 63	4 59	4 73	4 84	4 92	5 00
General office clerks	1 70	1 81	1 81	1 94	1 98	1 99	2 03
Station agents	1 91	2 04	2 09	2 16	2 28	2 39	2 60
Other stationmen	1 56	1 71	1 65	1 65	1 73	1 77	1 90
Enginemen	3 89	4 53	4 13	4 12	4 40	4 64	4 88
Firemen	2 42	2 50	2 52	2 53	2 78	2 84	3 02
Conductors	3 20	3 30	3 31	3 30	3 62	3 69	3 85
Other trainmen	1 92	2 06	2 13	2 12	2 44	2 54	2 66
Machinists	2 41	2 68	2 89	2 98	3 14	3 34	3 51
Carpenters	2 99	2 19	2 23	2 52	2 44	2 58	2 75
Other shopmen	1 99	2 16	2 33	2 19	2 22	2 33	2 42
Section foremen	2 06	2 25	2 15	2 18	2 32	2 38	2 50
Other trackmen	1 45	1 57	1 59	1 58	1 66	1 77	1 83
Switch tenders, &c	1 84	1 81	2 00	1 57	1 98	1 84	2 02
Telegraph operators	1 88	2 07	2 09	2 20	2 28	2 28	2 51
Employees—floating equipment	1 18	1 10	1 26	2 19	1 11	1 22	1 26
All other employees	1 81	1 87	1 95	1 95	1 87	1 84	1 82

It may be that the averages in the foregoing table do not convey exact information; but that does not destroy the value of the results for purposes of comparison. The method of obtaining the averages has been constant. A careful consideration of the whole salaries and wages schedule took place during the past year, and the Department had the benefit of a considerable mass of opinion presented to the Interstate Commerce Commission at Washington on 27th October. It was decided that, all things considered, a better method of computing the average daily compensation of employees had not yet been developed. The only changes adopted for future reports have reference to an expansion of the classes of employees, and the application of a new unit of service for train crews.

TAXATION OF RAILWAYS.

The taxes paid by railways in 1913 amounted to $2,444,960.68—an increase of $244,432.13 over 1912.

The division of taxation was as follows:—

Provinces, $1,556,409.62; Municipalities $888,551.06.

Following is a statement of the facts:—

Province.	Provincial Tax.	Municipal Tax.	Total.
	$ cts.	$ cts.	$ cts.
Ontario	703,368 55	282,625 35	985,993 90
Quebec	162,305 16	357,788 08	520,093 24
Alberta	74,452 07	41,771 37	116,223 44
British Columbia	124,608 49	123,328 06	247,936 55
New Brunswick	144 72	1,805 39	1,950 11
Nova Scotia	50 00	692 24	742 24
Manitoba	152,251 25	71,902 89	224,154 14
Saskatchewan	70,972 00	2,312 28	73,284 28
Prince Edward Island	100 00	.....	100 00
Yukon Territory	3,407 51	120 69	3,528 20
Outside operations	264,749 87	6,204 71	270,954 58
Total	1,556,409 62	888,551 06	2,444,960 68

The total taxation, Provincial and Municipal, during the past five years is shown in the following statement:—

Province.	1909.	1910.	1911.	1912.	1913.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia	926 54	16,762 66	10,645 70	666 05	742 24
New Brunswick	782 79	1,298 35	767 58	2,417 00	1,950 11
Prince Edward Island	100 00	100 00	50 00	50 00	100 00
Quebec	362,974 16	337,490 05	372,914 32	406,111 02	520,093 24
Ontario	764,620 56	747,004 78	790,092 89	970,449 31	985,993 90
Manitoba	128,082 84	92,476 48	154,783 10	187,001 15	224,154 14
Alberta	98,038 39	87,423 93	79,019 28	91,181 97	116,223 44
Saskatchewan	48,869 56	161,575 45	196,971 26	71,537 29	73,284 28
British Columbia	154,025 07	220,687 32	5,894 38	205,286 49	247,936 55
Yukon	6,020 90	5,896 64	90,466 40	5,935 67	3,528 20
Outside operations	16,895 78	121,933 17	.....	259,802 60	270,954 58
Total	1,581,336 59	1,792,648 83	1,792,390 07	2,200,528 55	2,444,960 68

DESPATCHING BY TELEPHONE.

The returns for 1913 showed a considerable increase in the number of miles of line over which trains were despatched by telephone. In 1912 the mileage thus operated was 3,543.91. In 1913 there had been an addition of 1,387.43 miles, bringing the total up to 4,931.34. The growth in this form of train despatching has been quite marked during the past five years.

There were also 2,197.20 miles of line over which despatching was done by the joint use of telegraph and telephone, as compared with 1,774.17 miles in 1912.

FOREIGN RAILWAY STATISTICS.

During the past three years, through the courtesy of the Under-Secretary of State for External Affairs, the statistics of many foreign countries have been received. A summary of the principal facts has been made, and will be found in an appendix to this report. It will be of service for purposes of comparsion.

RAILWAY TIES.

The consumption of ties by operating lines advanced from 7,349,136 in 1912 to 10,071,787 in 1913, and the cost from $3,287,683 to $4,815,315.

The average cost per tie in 1913 was 47.8 cents each, as compared with 44.7 in 1912. The steadily increasing cost of ties has been a feature of operating expenses for a number of years.

The returns with regard to numbers give the following result:—

Class.	Number of Ties.			
	1907.	1911.	1912.	1913.
Cedar	812,033	879,325	875,561	1,850,078
Oak	779,857	462,443	314,579	557,333
Hemlock	71,871	132,831	268,044	1,024,130
Spruce	70,837	14,859	13,635	107,891
Fir	43,518	7,826	15,656	902,245
Tamarack	9,956	9,758	1,064,297	1,657,916
Pine	6,697	250,843	437,493	1,815,428
Chestnut	1,224	25,305	36,899	286,316
Soft wood	466,759	517,085	498,404	916,750
Hard wood	20,000	18,789	24,506	18,598
Treated	.....	.....	157,105	458,298
Unclassified	2,921,013	4,521,882	3,642,957	476,804
Total	5,203,765	6,840,946	7,349,136	10,071,787

The cost of railway ties in 1913 and three preceding years is shown in the following table:—

Class.	Cost of Ties.				Average cost per tie.			
	1907.	1911.	1912.	1913.	1907.	1911.	1912.	1913.
	$	$	$	$	cts.	cts.	cts.	cts.
Cedar	315,074	377,343	378,236	832,996	28·8	41·9	43·2	45·0
Oak	403,768	311,073	214,084	315,299	51·8	67·2	68·1	61·9
Hemlock	16,831	59,260	85,627	401,423	23·4	29·6	32·0	39·4
Spruce	24,699	3,387	3,9[illegible]	32,795	35·0	23·5	30·0	30·4
Fir	22,398	2,343	4,1[illegible]	377,977	51·4	30·0	28·0	41·8
Tamarack	2,312	4,03[illegible]	5[illegible]	811,736	28·2	41·2	51·5	48·9
Pine	1,556	163,884	274,10[illegible]	955,995	21·8	45·3	62·6	52·6
Chestnut	636	15,780	19,1[illegible]	180,382	52·0	62·3	52·0	63·0
Soft Wood	135,360	155,136	159,4[illegible]	316,020	29·0	30·0	32·0	34·4
Hard Wood	5,300	5,50[illegible]	6,30[illegible]	4,340	26·5	28·2	25·7	23·3
Treated			125,7[illegible]	39[illegible],793			80·0	85·6
Unclassified	986,577	1,921,670	1,436,55[illegible]	140,651	34·0	42·5	39·4	33·6
Total	1,912,505	2,999,00[illegible]	3,2[illegible]7,78	4,815,315	36·7	43·8	41·7	47·8

The number of ties actually used by railways during the past year cannot be definitely ascertained. It may, however, be estimated. To the 10,071,787 returned in 1913 should be added the number used for new mileage, completed or put in operation. Not all the mileage under construction, and shown on the first page of this introduction as being completed or in actual operation, properly belongs to 1913. Some of it belongs to 1912. It is undoubtedly within the mark to assume that ties were laid on 3,500 miles of line in 1913 regarded as being under construction on June 30. Allowing 3,300 ties to the mile, which is a relatively low figure, we have 11,550,000. This addition would bring the total for the year up to 21,621,787. At the average cost of 47.8 cents each, the outlay must have been $10,335,214.48.

There was a conspicuous increase during the year in the number of treated ties. It would seem to be inevitable that with the rising cost of ties the resort to chemical treatment, to delay decay, will become general in the case of the dearer woods at least.

ELECTRIC RAILWAYS.

Reports were not received from five operating lines for the year ended June 30, 1913. These were:—

Montreal Tramways Company.
St. John Railway Company.
Yarmouth Street Railway Company.
Nelson Street Railway Company.
Pictou County Electric Railway Company.

The figures used in this report respecting the Montreal Tramways Company are taken from the report of the Company to its shareholders and are only in that sense authentic. They are given purely as a matter of unofficial information. The figures relating to other delinquent corporations are taken from the returns to this department for the year 1912.

The returns received reveal a year of growth and prosperity in the electric railway interests of the Dominion.

MILEAGE.

There was an increase of 142.17 in the mileage of electric lines in 1913 as compared with 1912, bringing the total up to 1,865.68. The facts in this regard for five years past are as follows:—

Length of Tracks.	1909.	1910.	1911.	1912.	1913.
	Miles.	Miles.	Miles.	Miles.	Miles.
Length of first main track	988·97	1,049·07	1,223·73	1,308·17	1,356·63
Length of second main track	215·05	242·39	259·74	294·50	371·14
Total length of main track	1,204·02	1,291·46	1,483·47	1,602·67	1,727·77
Length of sidings and turnouts	83·62	91·39	103·54	120·84	141·86
Total, computed as single track	1,287·65	1,382·85	1,587·01	1,723·51	1,869·63

For purposes of comparison, the following table shows first track mileage since 1901:—

1901	674·58
1902	557·59
1903	759·36
1904	766·50
1905	793 12
1906	813 47
1907	814 52
1908	992 03
1909	988 97
1910	1,047·07
1911	1,223·73
1912	1,308·17
1913	1,356·63

Table 1, following steam railways, will afford information in detail with respect to mileage.

CAPITALIZATION.

The capitalization of electric railways on June 30, 1913 stood at $141,235,631. This represented an increment of $18,393,685 over 1912; but the actual addition to capital during the year was $24,300,568. The difference is accounted for in the statement of the British Columbia Electric Company. Heretofore the entire capitalization of the Company has been charged to railway account; this year it was divided by the Company, involving an assignment of $7,202,383 to other interests.

The division of capitalization since 1097 has been as follows:—

Year.	Stocks.	Funded Debt	Total.
	$	$	$
1907	43,491,746	31,166,976	74,658,722
1908	50,295,266	37,114,619	87,409,885
1909	51,946,433	39,658,556	91,604,989
1910	58,653,826	43,391,153	102,044,979
1911	62,251,203	49,281,144	111,532,347
1912	70,829,118	52,012,828	122,841,946
1913	62,079,767	79,155,864	141,235,631

The reduction in the amount of stocks in 1913 was due wholly to reorganization.

The total capitalization does not include $493.346 received as subsidies from governments and municipalities.

The liability attaching to electric lines on account of funded debt was equal to $58,618 per mile of first track, or $42,395 per mile of all tracks. Combining stocks and bonds, capitalization was equal to $75,530 per mile of all tracks.

Details will be found in Table 2, following steam railways.

Following is a summary of Income Account for 1913:—

EARNINGS AND INCOME—		
Gross earnings from operation	$ 28,216,110 91	
Operating expenses	17,765,372 38	
Gross corporate income		$ 10,450,738 53
Miscellaneous income		1,318,909 35
Total corporate income		$ 11,769,647 88
DEDUCTIONS FROM INCOME—		
Taxes	$ 1,467,263 90	
Interest—funded debt	2,212,464 17	
" floating debt	911,424 33	
Other deductions	743,753 36	
Total deductions		$ 5,334,905 76
Total net income		$ 6,434,742 12
DISPOSAL OF NET INCOME—		
Reserves, &c	$ 554,324 99	
Dividends	2,626,065 44	
Total		$ 3,180,390 43
Surplus		$ 3,254,351 69
Adjustments—balance		295,609 09
Total surplus		$ 2,958,742 60

The details upon which the foregoing summary is based will be found in Table 3.

EARNINGS AND OPERATING EXPENSES.

In 1913 the aggregate of gross earnings was $28,216,110.90—as against $23,499,250.31 in 1912.

Operating expenses for the year amounted to $17,765,372.38, as compared with $14,266,674.63 in 1912.

The ratio of operating expenses to gross earnings in 1913 was 62.96 per cent, as against 60.71 in 1912 and 59.42 in 1911.

Following were the items constituting gross earnings:—

Car Earnings—	
Passengers	$ 19,794,400 26
Freight	1,211,871 05
Mail and Express	72,515 99
Other car earnings	85,792 63
Total car earnings	$ 21,164,579 93

Miscellaneous Earnings—

Advertising	$	76,239 06
Rent of land and buildings		20,609 10
Rent of tracks		5,324 40
Rent of equipment		22,574 48
Sale of power		40,751 39
Other miscellaneous earnings		131,805 18
Total miscellaneous earnings	$	297,303 61
Gross earnings undistributed		6,754,227 37
Gross earnings from operation	$	28,216,110 91

Since 1901 the record of gross earnings is as follows:—

Year.	Gross Earnings.	Year.	Gross. Earnings.
	$		$
1901	5,768,283	1908	14,007,049
1902	6,486,438	1909	14,611,484
1903	7,233,677	1910	17,100,789
1904	8,453,609	1911	20,356,952
1905	9,357,125	1912	23,499,250
1906	10,966,871	1913	28,216,111
1907	12,630,430		

Following is a statement of gross earnings for the past seven years:—

Gross Car Earnings.

Year.	Passengers.	Freight.	Mails, &c.	Other.	Total.
	$	$	$	$	$
1907	12,013,421	344,367	41,951	233,190	12,630,430
1908	13,233,724	346,021	54,883	372,421	14,007,049
1909	14,080,755	386,092	110,452	34,185	14,611,484
1910	16,125,945	575,537	68,604	51,241	16,821,377
1911	19,130,376	744,179	88,233	100,930	20,063,719
1912	22,007,750	1,025,372	78,819	67,022	23,499,250
1913	19,794,400	1,211,871	72,516	85,793	*21,164,580

* See explanatory paragraph following.

Owing to the failure of the Montreal Tramways Company to report, the foregoing statement lacks the distribution of $6,754,227.37 of gross earnings by that company. The actual total for 1913 was $28,216,111.

An increase of 251.9 per cent in earnings from freight during the past seven years reveals the growing public service performed by the electric railways of the Dominion.

Table 4 gives details with regard to earnings.

Following was the distribution of operating expenses in 1913, with a comparison for 1911 and 1912:—

Operating Expenses.	1911.	1912.	1913.
	$ cts.	$ cts.	$ cts.
Maintenance of way and structures	920,874 93	1,228,972 10	1,066,412 87
Maintenance of equipment	1,758,289 10	1,859,939 21	1,699,641 35
Operation of power plant	2,001,543 00	2,535,576 10	2,523,959 68
Operation of cars	5,768,085 10	6,770,560 47	6,534,718 13
General	1,610,098 62	1,871,626 75	1,897,738 36
Total	12,096,134 22	14,266,674 63	17,765,372 38

*Items lacking for $4,042,901 99.

Following is a comparative statement of the items comprising operating expenses for the past four years:—

	1910.	1911.	1912.	1913.
	$ cts.	$ cts.	$ cts.	$ cts.
Maintenance of way and structures—				
Track and roadway	590,363 28	693,498 75	857,796 61	742,396 29
Electric line	152,874 47	163,108 91	227,562 04	226,205 55
Buildings and fixtures	54,657,28	64,697 11	143,613 40	97,811 03
Maintenance of equipment—				
Steam plant	38,305 93	46,504 31	50,137 15	45,826 09
Electric plant	45,148 10	65,145 02	87,370 70	61,907 97
Cars	692,276 38	790,609 02	916,755 20	802,444 90
Electric Equipment of cars	481,301 83	546,276 52	630,521 52	614,166 79
Miscellaneous equipment	58,815 63	99,831 25	86,053 80	106,696 72
Miscellaneous shop expenses	202,591 58	192,609 03	67,493 89	68,598 88
Transportation—Operation of power plant—				
Power plant wages	178,389 69	207,118 54	205,858 34	235 504 39
Fuel for power	271,410 36	332,584 89	315,919 83	160,952 40
Water for power	21,398 33	21,947 47	13,979 30	15,206 49
Lubricants and water for power plant	10,538 93	10,702 75	11,006 39	6,307 69
Miscellaneous supplies and expenses	17,916 34	29,126 20	22,051 25	46,983 39
Hired power	1,087,273 72	1.390.810 05	1,901.757 49	2,059,005 32
Transportation—Operation of cars—				
Superintendence	192,567 60	250,459 73	319,399 37	338,226 08
Wages of conductors	1,749,916 70	2,070,624 01	2,423,060 35	2,344,340 86
Wages of motormen	1,697,096 68	2,024.115 38	2,371,529 39	2,302,120 02
Wages, miscellaneous car service	152,950 25	294,498 67	339,771 00	603,401 38
Wages, car house employees	393,998 76	287,441 56	400,967 61	251,110 63
Car service supplies	94,486 16	151,489 64	161,895 17	92,254 09
Miscellaneous car service expenses	183,526 94	306,931 96	304,898 48	290,553 58
Hired equipment	42,136 56	55,278 55	73,876 17	115,331 92
Cleaning and sanding track	65,200 30	80,302 13	86,514 84	65,219 37
Removal of snow and ice	238,881 58	246,943 47	285,662 53	132,160 20
General—				
Salaries of general officers	236,575 70	279,819 40	327,451 09	349,524 29
Salaries of clerks	202,712 98	259,902 23	274,832 47	366,075 52
Printing and stationery	33,634 34	44,284 36	53,073 13	68,533 54
Miscellaneous office expenses	44,336 11	34,944 72	54,474 14	39,548 44
Stable expenses	30,817 44	33,047 06	47,931 82	26,704 32
Store expenses	33,841 10	37,876 19	43,908 89	34,704 32
Advertising and attractions	47,411 04	49,948 03	39,706 15	42 872 62
Miscellaneous general expenses	133,752 32	165,707 31	154,432 11	248,619 47
Damages	342,120 26	357,279 67	536,273 01	448,295 28
Legal expenses	8,784 93	9,107 13	4,406 14	3,496 71
Miscellaneous legal expenses	54,336 64	63,311 08	53,089 47	19,049 50
Rent of land and buildings	20,936 74	28,310 05	29,651 68	30,950 71
Rent of track and terminals	98,753 70	110,846 74	90,751 33	84,529 49
Insurance	118,930 80	144,713 85	148,309 85	135,251 46

The operating expenses of the various electric railways will be found in detail in Table 5.

The foregoing analysis of operating expenses is defective because of the failure of the Montreal Tramways Company to report. Only the total was available.

PUBLIC SERVICE.

The public service of electric lines in 1913 was represented in the carrying of 597,863,801 passengers, exclusive of transfers, and of 1,957,930 tons of freight.

There was an increase of 108,998,119 in the number of passengers carried, as compared with 1912, and of 522,405 tons in the volume of freight hauled.

The carrying of passengers involved a car mileage of 89,005,216, as against 80,402,089 in 1912, while freight, mails and express entailed a car mileage of 1,814,975—an increase of 8,603,127 miles over 1912.

On a succeeding page, under the head of "Summaries" will be found the facts with respect to freight traffic since 1901.

The following statement shows the growth of passenger traffic since 1901:—

1901	120,934,656
1902	137,681,402
*1903	155,662,812
1904	181,689,998
1905	203,467,317
1906	237,655,074
1907	273,999,404
1908	299,099,309
1909	314,026,671
1910	360,964,876
1911	426,296,792
1912	488,865,682
1913	597,863,801

EQUIPMENT.

The following statement will show the number and classes of cars in service in 1913, with the figures for the four preceding years:—

Classes of Cars, &c.	1909.	1910.	1911.	1912.	1913.
Passenger, closed	1,689	1,795	1,985	2,049	2,042
Passenger, open	1,017	994	990	866	863
Passenger, combination	337	337	455	574	930
Freight	152	282	357	483	591
Mail, express and baggage	20	25	33	33	35
Combination, passenger and freight	7	7	5	7	9
Work	85	87	108	103	211
Snow ploughs	54	62	60	57	61
Sweepers	90	97	106	112	123
Miscellaneous	92	103	2,252	194	124
Total	3,544	3,789	4,325	4,478	4,989

The foregoing statement does not contain any later information respecting the Montreal Tramways Company than for 1911.

EMPLOYEES.

On June 30, 1913, there were 16,351 employees in the service of electric railways, as compared with 14,760 in 1912.

The salaries and wages bill for the year amounted to $11,047,613.41—an increase of $1,786,243.15 over the preceding year.

The foregoing amount of salaries and wages represented 62.19 per cent of the operating expenses.

The following comparative table will show the number and classes of employees in 1913 and the four preceding years:—

Employees.	1909.	1910.	1911.	1912.	1913.
General administration—					
General officers	132	150	163	159	171
General office clerks	413	553	694	744	839
Maintenance—					
Superintendents	72	71	89	90	99
Other employees	3,548	3,633	4,546	4,922	5,823
Transportation—					
Superintendents	100	102	111	118	148
Other employees	6,922	6,881	8,157	8,727	9,271
Total	10,557	11,390	13,671	14,760	16,351

ACCIDENTS.

The facts with regard to accidents, as far as they were ascertained in 1913, will be found on the second page following. Owing to the failure of the Montreal Tramways Company to report, it is impracticable to carry out certain calculations which have always formed a part of the summary. That company has invariably contributed to the record the largest number of accidents.

SUMMARIES.

The following summaries of statistical facts will enable instructive comparisons to be made:—

——	1901.	1902.	1903.	1904
Total mileage	*674·58	557·59	759·36	766·50
Paid up capital	$39,076,018	$41,593,063	$47,096,45	$50,399,188
Gross earnings	5,768,283	6,486,438	7,233,677	8,453,609
Net earnings	2,333,120	2,683,583	2,769,819	3,127,092
Earnings—passenger traffic	5,529,687	6,195,915	6,888,409	8,082,373
" freight	95,082	127,917	164,188	182,143
" mail and express	33,135	15,952	20,276	30,738
" other sources	110,377	146,652	160,803	158,353
Total operating expenses	3,435,162	3,802,855	4,472,858	55,326,516
Maintenance of way and buildings	310,892	445,837	481,236	606,146
Cost of motive power	502,101	541,087	777,201	1,377,199
Maintenance of cars	322,700	353,891	606,602	659,213
General and operating charges	2,299,468	2,462,038	2,607,817	2,683,957
Total car mileage	31,750,754	35,833,841	38,028,529	42,066,124
Passengers carried	120,934,656	135,681,402	155,662,812	181,689,998
Tons of freight carried	287,926	266,182	371,286	400,161

	1905.	1906.	1907.	1908
Total mileage	793·12	813·74	814·52	992·03
Paid-up capital	$61,033,321	63,857,967	73,567,795	87,903,231
Gross earnings	9,357,125	10,966,871	12,630,430	14,007,049
Net earnings	$3,438,931	4,291,834	4,971,624	5,311,170
Earnings—passenger traffic	$8,932,913	10,438,000	12,013,421	13,233,724
" freight	$216,022	288,105	344,367	346,021
" mail and express	$31,753	35,041	41,951	54,883
" other sources	$176,435	205,724	233,190	372,421
Total operating expenses	$5,918,194	6,675,037	7,373,251	8,695,880
Maintenance of way and buildings	$629,656	608,767	765,684	912,929
Cost of motive power	$1,240,001	1,242,075	1,412,358	1,803,723
Maintenance of cars	$747,073	894,460	1,060,783	1,118,925
General operating charges	$3,301,462	3,929,733	4,498,424	4,860,303
Total car mileage	45,959,101	50,618,836	53,361,227	56,964,881
Passengers carried	203,467,217	237,655,074	273,999,404	299,099,309
Tons of freight carried	510,350	506,024	479,731	732,475

	1909.	1910.	1911.	1912.	1913.
Total mileage	988·97	1,047·07	1,223·73	1,308·17	1,356·63
Paid-up capital	$91,604,989	102,044,979	111,532,347	122,841,946	141,235,631
Gross earnings	$14,611,484	17,100,789	20,356,952	23,499,250	28,216,111
Net earnings	$4,962,501	5,383,276	6,592,335	5,937,031	6,434,742
Earnings—passenger traffic	$14,080,755	16,125,995	19,130,376	22,007,750	19,794,400
" freight	$386,092	575,537	744,179	1,025,372	1,211 871
" mail and express	$110,452	68,604	88,233	78,819	72,516
" other sources	$34,185	51,241	100,930	67,022	85,793
Total operating expenses	$8,885,235	10,121,781	12,096,134	14,266,675	17,765,372
Maintenance of way and buildings	$643,135	797,895	920,875	1,228,972	1,066,413
Cost of motive power	$1,445,227	1,586,927	2,001,543	2,535,576	2,523,960
Operation of cars	†$1,184,287	4,814,762	5,768,085	6,770,560	6,534,718
General operating charges	$5,612,041	1,406,943	1,610,099	1,871,627	1,897,738
Total car mileage	60,152,846	65,249,166	72,618,806	82,070,064	89,005,216
Passengers carried	314,026,671	360,964,876	426,296,792	488,865,682	597,863,801
Tons of freight carried	.....	852,294	1,228,362	1,435,525	1,957,930

*Improperly included, double track and siding. †Maintenance.

ACCIDENTS.

Year.	Killed.				Injured.				Passengers.		
	Passengers	Employees	Others.	Total.	Passengers.	Employees.	Others.	Total.	Number carried.	Killed, one in every	Injured, one in every
1901	3	1	11	15	158	58	98	314	120,934,656	10,311,552	255,137
1902	9	1	22	32	410	33	120	563	137,681,402	15,297,933	335,808
1903	10	7	22	39	504	62	212	778	155,662,812	15,566,281	308,855
1904	10	3	10	53	508	64	272	844	181,689,998	18,168,999	357,657
1905	30	3	23	56	862	87	347	1,296	203,467,317	6,782,243	236,041
1906	11	2	34	47	1,085	127	441	1,653	237,655,074	21,605,006	219,327
1907	27	7	37	71	988	216	532	1,736	273,999,404	10,148,126	277,327
1908	18	6	43	67	1,156	188	539	1,883	299,099,309	16,616,628	258,736
1909	11	7	50	68	1,303	218	618	2,139	314,026,671	28,547,879	241,001
1910	14	13	68	95	1,595	227	716	2,538	360,964,876	25,783,205	226,310
1911	11	8	83	102	1,784	300	586	2,670	426,296,792	38,754,251	238,955
1912	16	8	86	110	1,950	442	736	3,128	488,865,682	30,554,180	156,287
1913*	17	12	44	73	1,662	392	490	2,544			

* See explanatory paragraph on preceding page.

I have the honour to be, sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

RAILWAY STATISTICS

Table 1.—Location of Steam Railways of the Dominion of Canada, to June 30, 1913.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Alberta Railway and Irrigation Co. (now, Can. Pac. R'ly)			
Albert Southern (abandoned)	Harvey Branch Junction to Alma, N.B.	16·00	
	Harvey Branch, Albert, to Harvey Bank, N.B.	3·00	
			19·00
Algoma Central and Hudson Bay	Sault Ste. Marie to Mile 89—Main line	89·00	
	Branch—Michipicoten to Hawk Lake	26·04	
	Other branches	20·73	
			135·77
Algoma Eastern, formerly Manitoulin and North Shore	Sudbury to Mile 27·50	27·50	
	Branches	3·20	30·70
Atlantic, Quebec and Western	Paspebiac to Gaspé		102·75
Baie des Chaleurs in Atlantic and Lake Superior System (now Quebec Oriental)	Matapedia Station on I.C.R. to Paspebiac		100·00
Bay of Quinte Railway	Deseronto to Bannockburn	75·40	
	Yarker to Sydenham	10·60	
			86·00
Bedlington and Nelson	International boundary at Port Hill to Jct. Can. Pac. Ry. at Wilkes		12·04
Brandon, Saskatchewan and Hudson Bay	International boundary at Bannerman to Brandon, Man.		69·45
Bessemer and Barry's Bay	(Not operated)		5·00
British Yukon	White Pass to Whitehorse Spur, Y.T.	90·32	
	" Macrae to Pueblo	10·80	
			101·12
Buctouche and Moncton	Moncton, on Intercolonial Railway, to Buctouche, N.B.		32·00
Brockville, Westport and North Western (C.N.R.)	Brockville to Westport, Ont.		45·00
Bruce Mines and Algoma	Town of Bruce Mines to Rock Lake Mine		17·28
Canada and Gulf Terminal	St. Flavic to Matane		35·80
Canada Atlantic, including Ottawa, Arnprior and Parry Sound Railway, now in Grand Trunk System	City of Ottawa to Junction with Grand Trunk at Lacolle and U.S. boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle, and Ottawa to Depot Harbour, near Parry Sound		396·41
Central Counties Leased to Canada Atlantic	From Glen Robertson, on Canada Atlantic, to Hawkesbury, Ont.	22·24	
	South Indian, on Canada Atlantic, to Rockland	16·25	
			38·49
Canadian Northern	Port Arthur to Rainy River	284·80	
	International boundary to Paddington	106·60	
	Beaver to Edmonton	749·10	
	Branches—Twin City Junction to North Lake	56·40	
	" Carman Junction to Somerset	78·90	
	" Necpawa Junction to McCreary Junction	70·40	
	" North Junction to Prince Albert	360·50	
	" Sifton Junction to Winnipegosis	20·70	
	" Emerson to South Junction	72·70	

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Northern—*Con.*	Branches—Winnipeg Transfer Track	15·20	
	" Rossburn Junction to Ross Jct.	190·60	
	" Greenway to Adelpha	51·80	
	" Arizona Junction to C. N. Junction	298·80	
	" Brandon Junction to Carberry	22·90	
	" St. James to Gypsumville	156·70	
	" Hartney to Virden	37·00	
	" Battleford to Battleford Junction	8·00	
	" Edmonton Junction to Mornville	21·50	
	" Edmonton to Stony Plains	21·00	
	" Oakland to end of steel	34·50	
	" Thunderhill Junction to Preeceville	72·10	
	" Dalmeny N. to Laird	27·80	
	" Paddington to Birdshill	8·70	
	" Saskatoon to Alsask	169·80	
	" Strathcona to Edmonton	7·22	
	" Ochre River to end of track	15·00	
	" Hudson Bay Jct. to Le Pas	87·50	
	" Hallboro to Beulah	75·00	
	" Prince Albert to Blaine Lake	64·00	
	" Luxton to Bienfait	16·30	
	" North Battleford to Edom	38·30	
	" Maryfield to Radville	139·80	
	" Vegreville to Drumeller	173·40	
	" Delisle to McRorie	45·80	
	" Shellbrook to Big River	56·50	
	" Cardinal to Notre Dame de Lourdes	2·63	
	" Morinville to Athabasca Landing	72·33	
	" Radville to Bengough	44·59	
	" Radville to Moose Jaw	83·84	
	" Grosse Isle to Inwood	31·00	
	" Various spurs	122·78	
			4,012·49
Canada Southern	Main Line—Windsor, Ont., to Suspension Bridge, Niagara Falls	226·18	
	Amherstburg Branch—Essex Centre to Amherstburg	16·83	
	St. Clair Branch—St. Clair Junction to Courtwright	60·48	
	Fort Erie Branch—Fort Erie to Welland Junction	17·50	
	Erie and Niagara Branch—Old Fort Erie to Niagara	30·60	
	Oil Springs Branch—Oil Springs to Oil City	5·50	
Leased	Sarnia, Chatham and Erie—Oil City to Petrolia	7·00	
"	Leamington and St. Clair—Comber to Leamington	15·95	
			380·04
Canada Eastern, now included in Intercolonial Railway	Late Northern and Western of New Brunswick		
	Fredericton to Loggieville	125·00	
Canadian Pacific—			
Owned	Main Line—Montreal to Vancouver		2,902·80
	Branches—Dunmore to Crowsnest	209·50	
	" Quebec to St. Martins Junction	159·80	
	" Piles Junction to Grand Piles	26·90	
	" Berthier Junction to Berthier	2·10	
	" Lauvraie to St. Felix	16·60	
	" Ste. Therèse Junction to St. Jerome	13·30	
	" St. Therèse to St. Eustache	6·00	
Montreal and Western	" St. Jerome to Labelle	66·90	
	" St. Lin Junction to St. Lin	15·10	
	" Buckingham Stn. to Buckingham Village	3·20	
Brockville and Ottawa Ry.	" Carleton Junction to Brockville	44·90	
	" Sudbury to Sault St. Marie	179·30	
	" Sudbury to Copper Mines	5·60	
	" Dyment to Ottawine	6·90	
	" Molson to Lac du Bonnet	21·50	
	" McGregor to Varcoe	55·50	
	" Whittier Junction to Emerson	63·80	
	" Rugby Junction to Manitou	100·30	

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance Miles.	Distance Total.
Canadian Pacific—*Con.*	Branches—Rugby Junction to Gimli	56·50	
	" Rosenfeldt to Gretna	13·80	
	" Rugby Junction to Arborg	74·40	
	" Rudyard to Kaleida	6·50	
	Kenmay to Estevan	156·20	
	Souris Branch Glenboro' to Souris	46·00	
	Deloraine to Napinka	18·60	
	Branches—Schwitzer Junction to Regina	210·10	
	" North Portal to Pasqua	160·60	
	" New Westminster Jct. to New Westminster	8·20	
Lake Temiscamingue Colonization	" Mattawa to Kippewa	46·70	
	" Mission Junction to Sumas	10·00	
	" Revelstoke to Arrow Head	27·40	
	" Vancouver to Coal Harbour	1·20	
	" Three Forks to Sandon	4·30	
	" Wood Bay to Windy Gates	32·40	
	" Cranbrook to Kimberly	19·30	
	" Deloraine to Lyleton	37·40	
	" Fernie to Fernie Mines	5·00	
	" Kirkella to Hardisty	561·30	
	" Marysville Junction to Marysville	0·90	
	" Crowsnest to Kootenay Landing	182·00	
	" Selkirk Junction to Selkirk	1·30	
	" Wolseley to Reston	122·40	
	" Lauder to Alida	54·70	
	" Bolton Junction to Romford	227·00	
	" Moosejaw to Outlook	118·80	
	" Stoughton to Assiniboia	148·60	
	" Langdon to Acme	39·80	
	" Kipp to Aldersyde	84·90	
	" Kerrobert to Macklin	46·40	
	" Molson to Whittier	43·60	
	" Kerrobert to Outlook	102·50	
	" Valeport to Bulyea	18·80	
	" Regina to Colonsay	133·10	
	" Irricana to Standard	36·50	
Alberta Ry. & Irrigation Co.	" Montana to Coutts	64·60	
	" Stirling to Cardston	46·60	
	" Curle to Expanse	34·30	
	" Kerrobert to Brass	36·90	
	" Swift Current to Vanguard	44·10	
	" Wilkie to Kelfield	35·40	
	" Wilkie to Cutknife	28·70	
	" Bassano to Standard	35·50	
	" Java to Cabri	34·50	
	" Port Moody Spur	3·20	
			4,218·20
	Total mileage owned		7,121·00
Lines leased	Atlantic and Northwest (in Canada)—		
	South end Lachine Bridge to Maine boundary, Que. 184·90		
	Eganville Jct. to Eganville, Ont. 19·20		
	Portion through U.S. territory 144·50		
		345·60	
	St. Lawrence and Ottawa—		
	Ottawa to Prescott, Ont. 51·70		
	Chaudiere Junction to Sussex St., Ottawa 6·60		
		58·30	

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.		Distance. Miles.	Total.
Canadian Pacific—*C* . . Leased lines	Ontario and Quebec—			
	Montreal (Windsor Sta.) to Montreal Jct...	5·20		
	Mile End to Adirondack Jct	10·50		
	St. Luc Jct. to Western Jct	2·10		
	Montreal Jct. to Toronto (Union Station)..	339·10		
	Leaside Jct. " " ..	5·30		
	London to Windsor	112·60		
			474 80	
	Credit Valley—			
	Toronto Junction to St. Thomas	116·80		
	Streetsville Junction to Melville Jct	31·60		
	Cataract to Elora	27·30		
			175·70	
	West Ontario Pacific—Woodstock to London		26·70	
	Toronto, Grey and Bruce—			
	Toronto Junction to Owen Sound	116·40		
	Fraxa Junction to Teeswater	67·80		
	Wingham Junction to Wingham	4·50		
	Mount Forest Tank to Mount Forest	1·20		
			189·90	
	Guelph Junction—			
	Guelph Junction on Credit Valley Ry. to Guelph		15·30	
	Joliette and Brandon—			
	St. Felix to St. Gabriel de Brandon		11·00	
	Montreal and Ottawa—			
	Vaudreuil to Jct. with Canada Atlantic....	86·70		
	Rigaud to Pt. Fortune	6·80		
			93·50	
	Lindsay, Bobcaygeon and Pontypool—			
	Burketon Junction to Bobcaygeon		38·70	
	Toronto, Hamilton and Buffalo—			
	Hamilton Junction to Hamilton		2·70	
	Cap de la Madeleine—			
	From Main Line C.P.R., at Junction with Piles Branch to Cap de la Madeleine		2·30	
	New Brunswick—			
	Woodstock to Maine boundary	59·40		
	Newburg Junction to Gibson	59·10		
	Aroostook Junction to Edmundston	57·10		
	Portion in U.S	29·20		
			204·80	
	St. John and Maine—			
	Vanceboro to St. John	90·30		
	Fairville to West St. John	3·40		
			93·70	
	Fredericton—			
	Fredericton Junction to Fredericton		22·10	
	New Brunswick and Canada—			
	McAdam Junction to St. Stephen	33·90		
	Watt Junction to St. Andrews	27·50		
	McAdam Junction to Woodstock	51·10		
	Debec Junction to Maine boundary	5·00		
	Portion in U.S	3·00		
			120·50	
	St. Stephen and Milltown Ry.—			
	St. Stephen to Milltown		4·60	
	Tobique Valley—			
	Perth Centre to Plaster Rock		27·50	
	Manitoba and Northwestern—			
	Portage-la-Prarie to Lanigan	348·50		
	Binscarth to Russell	11·30		
	Bradenbury South	1·00		
	Saskatchewan and Western—Minnedosa to Gauthier Junction	18·20		
			379·00	

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.		Distance. Miles.	Total.
Canadian Pacific—*Con.* Leased Lines	Manitoba Southwestern Colonization—			
	Manitou to Deloraine	100·60		
	Rugby Junction to Glenboro'	102·70		
	Elm Creek to Carman	12·20		
			215·50	
	Great Northwest Central—			
	Chater to Miniota	71·00		
	Forrest to Lenore	40·70		
			111·70	
	British Columbia Southern—			
	Nelson to Proctor	20·40		
	Yahk to Kingsgate	10·50		
			30·90	
	Northern Colonization—			
	Labelle to Mont Laurier		58·00	
	Shuswap and Okanagan—			
	From Jct. with C.P.R. at Sicamous to Lake Okanagan		51 00	
	Nakusp and Slocan—			
	Nakusp on Arrow Lake to Three Forks of Carpenter's Creek, B.C.	36·40		
	Three Forks to Whitewater	7·70		
			44·10	
	Columbia and Western—			
	Castlegar Junction to Midway	100·90		
	Castlegar Junction to Rossland	29·30		
	Trail to Smelter Junction	1·40		
	Mining Spurs, including Rossland to LeRoi	25·10		
			156·70	
	Kootenay and Arrowhead—			
	Lardo to Gerrard		33·20	
	Columbia and Kootenay—			
	Nelson to Robson	27·40		
	Spur to mouth of Kootenay River	·80		
	Slocan Junction to Slocan	31·30		
			59·50	
	Vancouver and Lulu Island—			
	Vancouver to Steveston	16·90		
	Eborne extension	10·00		
			26·90	
	Calgary and Edmonton—			
	Calgary Junction to Strathcona	190·60		
	" to Macleod Junction	107·20		
	Wetaskiwin to Hardisty	100·30		
	Lacombe to Coronation	106·70		
			504·80	
	Ottawa Northern and Western—			
	Hull to Waltham	77·90		
	Hull Junction to Maniwaki	80·70		
			158·60	
	Tillsonburg, Lake Erie and Pacific—			
	Ingersoll to Port Burwell	33·40		
	Embro to Ingersoll	9·30		
			42·70	
	Guelph and Goderich—			
	Guelph to Goderich	80·20		
	Linwood Junction to Listowel	16·20		
			96·40	
	Nicola, Kamloops, and Similkameen—			
	Nicola to Spence's Bridge		47 00	
	Walkerton and Lucknow—			
	Walkerton to Saugeen Junction		37·60	

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Pacific—*Con.* Leased lines	Georgian Bay and Seaboard— Port McNicoll to Bethany	88·40	
	St. Mary's and Western Ontario— Embro to St. Mary's	15·70	
	Orford Mountain— Eastman to Windsor 36·00		
	Eastman to Troy Junction 23·70	59·70	
	St. Maurice Valley— Three Rivers to Grand Mère	27·30	
	New Brunswick Southern— Shore Line Junction to Bay Shore Junction	84·00	
	South Ontario Pacific— Guelph Jctn. to Grant Jctn	16·30	
	Kingston and Pembroke— Kingston to Renfrew	103·40	
	Kootenay Central— Fort Steele to Colvalli 23·00		
	Caithness to end of track 10·70	33·70	
	Total mileage leased		4,386·80
	" owned		7,121·00
	" in Can. Pac. system		11,507·80
Canadian Government Rys.	Intercolonial— Halifax to St. Rosalie Junction	796·04	
	Dartmouth Branch	12·00	
	Truro to Sydney	214·27	
	Pt. du Chene to St. John	101·29	
	Indian Town Branch	21·95	
	St. Leonard Junction to Nicolet	14·70	
	River Ouelle Branch	6·19	
	St. Charles Junction to Chaudiere Junction	16·73	
	Dalhousie Branch	6·28	
	Pictou to Oxford Junction	69·39	
	Brown's Point to Stellarton	11·90	
	New Glasgow Junction to Pictou Landing	8·18	
	Pugwash Junction to Pugwash	4·54	
	Fredericton to Loggieville	124·37	
	Sydney Mines Branch	7·07	
	Ferrona Junction to Sunny Brae	12·48	
	Freight Branches	35·08	
			1,462·46
	Windsor Branch (32 miles) of I. C. Ry. is operated by Dominion Atlantic Ry.		
	Prince Edward Island— Main Line—Tignish to Georgetown	158·60	
	Charlottetown to Murray Harbour	52·30	
	Branch—Mount Stewart to Souris	39·33	
	Branch—Montague Junction to Montague	6·20	
	Branch—Emerald to Cape Traverse	12·90	
	Branches—Additions	9·90	
			279·23
			1,741·69

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Northern Ontario	Toronto to Parry Sound	145·40	
	Parry Sound Junction to Sudbury Junction	112·50	
	Sudbury Junction to Ruel	65·70	
	East Don to Deseronto	133·90	
	Branches	20·19	
	Business Spurs	22·46	
			500·15
Canadian Northern Quebec	Quebec to Montreal	176·07	
	Joliette to Hawkesbury	67·05	
	Garneau Junction to River à Pierre Jct'n	39·84	
	St. Jerome Junction to Huberdeau	45·28	
	St. Jacques Junction to Rawdon	15·88	
	Shawinigan Junction to Falls	3·41	
	Lorette Junction to Transcontinental Jct	5·30	
	Hedleyville Junction to Montmorency River	7·22	
	Spurs	10·97	
			371·02
Cape Breton Railway	Point Tupper to St. Peters	30·00	
	Terminal to St. Peters	1·00	
			31·00
Caraquet	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.		68·00
Carillon and Grenville	Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Guage, 5 ft. 6 in.) (not in operation)		13·00
Central Ontario	Picton to Trenton Junction	32·17	
	Trenton Junction to Maynooth	100·76	
	Ormsby Junction to Coe Hill	7·20	
			140·13
Crows Nest Southern	International Boundary at Gateway to Michel, B.C.		74·18
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy		32·00
Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial and Midland of Nova Scotia	Windsor to Yarmouth	170·78	
	Branches—		
	Wilmot to Torbrook	5·26	
	From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway)	14·81	
	Windsor Branch of I.C.R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased	31·47	
	Windsor to Truro	57·35	
			279·67
Eastern British Columbia	Corbin to McGillivray, B.C.	14·00	
	Branches	2·00	
			16·00
Elgin and Havelock	From Elgin, County of Albert, N.B., to Petitcodiac Junction with Intercolonial Railway; thence to Havelock in County of Kings, N.B.	27·00	
	Havelock to Keith's Mills	1·00	
			28·00
Essex Terminal	Grand Trunk Jct. to Sandwich	8·50	
	Windsor Branch Line	1·50	
			10·00

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Esquimalt and Nanaimo	Victoria to Port Alberni, Island of Vancouver	134·00	
	Hayward Jct. to Cowichan Lake	18·00	
			152·00
Fredericton and St. Mary's Ry. Bridge, now in Intercolonial Ry	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Ry., at St. Mary's		
Grand Trunk (owned)—			
Eastern Division		722·88	
Northern Division		893·59	
Middle Division		1,080·59	
Southern Division		245·55	
			2,942·61
Leased and partly owned	Buffalo and Lake Huron Ry.		
	Fort Erie to Goderich	161·30	
			161·30
	Total mileage owned and leased		3,103·91
St. Clair Tunnel and approaches	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with railways in State of Michigan		2·25
	(Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 feet 10 inches.		
Grand Trunk Pacific	Winnipeg to Wolf Creek	920·10	
	Port Arthur to Superior Jct.	188·80	
	Superior Jct. to Winnipeg	258·60	
	Branches	12·47	
	Spurs	15·80	
			1,395·77
Gulf Shore, now, Caraquet	Junction with Caraquet Railway at Pokemouche to Tracadie		16·78
Halifax and Southwestern, formerly Nova Scotia Southern, including Central Nova Scotia, Halifax and Yarmouth and Middleton and Victoria Beach, and Liverpool and Milton	Halifax to Yarmouth	246·60	
	Mahone Junction to Lunenburg	7·00	
	Bridgewater Junction to Port Wade	92·50	
	New Germany Junction to Caledonia	22·11	
	Liverpool to Rapid Falls	4·98	
	Nictaux to Torbrook Mines	4·16	
	Shelburne to Battery Point Wharf	1·11	
			378·46
Hereford	From International Boundary to Lime Ridge, Quebec connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell		52·85
Interprovincial Railway, bridge and approaches, now included in Ottawa, Northern and Western	Across the Ottawa River at City of Ottawa. 1·40		
Irondale, Bancroft and Ottawa	From Junction with Grand Trunk Railway near Kinmount Station, to Junction with Central Ontario Ry		51·00
Inverness and Richmond, now Inverness Ry. and Coal Co.	Inverness to Point Tupper Junction		60·91
International of New Brunswick	Campbellton to St. Leonards		112·00

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Kaslo and Slocan (Can. Pac. Ry.)			
Kent Northern	Richibucto, N.B., to Kent Jct., Intercolonial Railway		27·00
Kettle Valley	Carson to Lynch Creek, B.C.		22·20
Kingston and Pembroke, now Canadian Pacific Railway.			
Klondike Mines	Dawson City to Sulphur Springs		31·81
Lenora Mount Sicker	Lenora Mines to Crofton, B.C.		12·00
Lotbinière and Megantic	Lyster Station, Grand Trunk, to St. Jean des Chaillons		30·00
Lake Erie and Detroit River.	Walkerville, Ont., to St. Thomas	126·78	
Erie and Huron	Rondeau to Sarnia	72·03	
			198·81
London and Port Stanley	London to Port Stanley on Lake Erie		23·60
Maganetawan River	Burks Falls, on Grand Trunk Ry., to Maganetawan River		1·91
Maritime Coal, Railway and Power Co	Maccan to Joggins Coal Mine		15·00
The Manitoba Ry., formerly The Northern Pacific and Manitoba, the Winnipeg Transfer Ry., the Portage and Northwestern, the Waskada and Northeastern leased to Govt. of Manitoba and operated by the Canadian Northern	International boundary to Winnipeg, and branches		355·68
Marmora Ry. and Mining Co., operated by Central Ontario	Central Ontario Junction to Wanston		9·60
Midland of Nova Scotia (formerly Stewiacke Valley)	From Windsor to Truro, N.S., *see* Dominion Atlantic Railway.		
Massawippi Valley	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R. at Lennoxville	31·95	
	Branch—Stanstead Junction to Stanstead	3·51	
			35·46
Mid. of Man. now Manitoba Gt. Northern	International Boundary at Gretna to Portage la Prairie	76·52	
	International Boundary near Haskett to Morden	15·25	
			91·77
Midland of Manitoba	Terminals at Winnipeg		6·40
Montreal and Vermont Jct.	From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. John, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway		23·60
Montreal, Portland and Boston, now Montreal and Province Line	Junction with Grand Trunk at St. Lambert to Farnham	32·00	
	Marieville to St. Césaire	8·60	
	Farnham to Freligsburgh	18·00	
			58·60
Montreal and Atlantic (formerly Southeastern)	Main Line—Farnham to Richford on International Boundary	43·70	
	Drummondville Junction to Drummondville	59·20	
		102·90	

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Montreal and Atlantic—*Con.*	Leased—Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume	60·50	
			163·40
	(Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Rys.)		
Morrissey, Fernie and Michel	From Swinton to Carbonado, B.C., and leased line		10·85
Napierville Junction	St. Constant Junction to Rouse's Point		27·06
Nelson and Fort Sheppard	From Troup Junction to Waneta on International Boundary, B.C.		55·42
New Glasgow Iron, Coal and Railway Co., now Nova Scotia Steel and Coal Co.	Now included in Intercolonial Ry.		
New Brunswick and Prince Edward Island	From Sackville Station, Intercolonial Railway to Cape Tormentine		36·00
New Brunswick Coal and Ry. Co.	From Norton to Minto		38·00
New Brunswick Southern (now Can. Pacific).			
New Westminster Southern	Douglas to South Westminster		23·73
North Shore	Adamsville to Mount Carlyle		8·63
Nosbonsing and Nipissing	From Lake Nosbonsing to Lake Nipissing		5·50
Orford Mountain (now Can. Pac. Ry.)			
Ottawa and New York	From Ottawa to International Boundary near Cornwall		56·90
Pembroke Southern (leased to Canada Atlantic)	From Pembroke to Golden Lake		21·36
Phillipsburg Ry. and Quarry Co.	Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Phillipsburg, Mississquoi Co.		6·00
Pontiac and Renfrew	From Wyman's Station, on Pontiac Pacific Junction Ry., to Bristol Iron Mines, County Pontiac, Que.		4·25
Princeton Branch of Washington Co., Ry., (U.S.), now, Maine Central	International Boundary near Waring to International Boundary near Woodland		5·10
Qu'Appelle, Long Lake and Saskatchewan (in Canadian Northern System)	From Canadian Pacific Railway at Regina, Northwesterly to Long Lake and Prince Albert		254·40
Quebec Bridge and approaches to connect adjacent railways	(Across St. Lawrence River at Quebec, under construction 10 miles).		
Quebec and Lake St. John	Quebec to Chambord Junction	176·00	
	Chambord Junction to Chicoutimi	51·00	
	Valcartier to Clarks	5·50	
	Chambord Junction to Roberval	13·30	
	La Tuque Junction to La Tuque	39·60	
	Roberval to Roberval Wharf	1·00	
			286·40
Quebec Central	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway 5 miles from Levis, Quebec	138·00	
	Beauce Junction to St. Sabine	55·00	
	Tring Megantic—Tring Junction to Megantic	60·00	
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke.)		
			253·00
Quebec, Montmorency and Charlevoix, now Quebec Ry., Light and Power Co.	Quebec to Cap Tourmente	30·00	
	Quebec to Kent House	7·00	
	Branches	3·32	
			40·32

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Quebec, Montreal and Southern, comprising East Richelieu Valley Railway and United Counties	Noyan Junction to Bellevue Junction	80·82	
South Shore Railway	From Fortierville Junction with Grand Trunk at St. Lambert	109·69	
	St. Constant Junction to Napierville Junction	1·40	
			191·91
Red Mountain	From International boundary line at Patterson, B.C., to Rossland		9·59
Rutland and Noyan	International boundary to Noyan Jct		3·39
Stanstead, Shefford and Chambly	From Junction with Montreal and Vermont Junction Railway, near St. Johns, Que., easterly to Waterloo		43·00
St. John Bridge and Railway Extension, now leased by Canadian Pacific Ry	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System, 2 miles.		
St. John Valley and Rivière du Loup	From Fredericton, N.B., to Woodstock, N.B., 66 miles, of which 6 miles are built		
Salisbury and Albert (formerly Albert Railway)	Salisbury to Albert, N.B.		45·00
Schomberg and Aurora	Bond Lake, Ont., to Schomberg		14·40
St. Lawrence and Adirondack	From Jct. with Canada Atlantic near Valleyfield to International boundary	19·92	
	Beauharnois to Junction with Canadian Pacific at Adirondack Junction	12·90	
	Leased—Valleyfield to Beauharnois	13·30	
			46·12
St. Martins	Hampton to St. Martins		30·00
Sydney and Louisburg (Dominion Coal Co.)	Sydney Harbour to Louisburg Harbour	39·17	
	Branches to coal mines	27·34	
	Spurs	2·29	
			68·80
Temiskaming and Northern Ontario	North Bay to Cochrane	252·80	
	Englehart to Charlton	7·80	
	Cobalt to Kerr Lake	3·90	
	Haileybury to Moore's Cove	1·64	
	Iroquois Falls to Timmins	33·20	
	Liskeard to Lake Temiskaming	·90	
	North Bay Junction to Nipissing Jct	2·04	
	Earlton to Elk Lake City	28·50	
			330·78
Thousand Islands	Gananoque on St. Lawrence River to Thousand Island Junction		6·33
Temiscouata	Rivière du Loup, Que., to Edmundston, N.B., on the New Brunswick Railway	81·00	
	Branch—Edmundston to Connors, on St. John River	32·00	
			113·00
Tillsonburg, Lake Erie and Pacific	Port Burwell to Ingersoll, now in Can. Pac. Ry		
Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie	Waterford Jct. with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton	79·88	
	Hamilto to Grand Trunk Junction	·27	
			80·15

TABLE 1.—Showing Location of Railways, &c.—*Concluded.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Victoria and Sidney	Victoria to Sidney, B.C.		15·97
Victoria Terminal Railway and Ferry	City of Victoria		·99
Vancouver, Victoria and Eastern	Laurier to Danville	16·47	
	Grand Forks Junction to Phœnix	25·82	
	Grand Forks to Granby Smelter	4·74	
	Midway to International Boundary	28·89	
	Chopaka to Coalmont	71·27	
	International Boundary to S. Westminster	21·05	
	International Boundary to Port Guichon	46·60	
	New Westminster to Vancouver	14·79	
	Burrard Inlet to Vancouver	1·93	
	Abbotsford to Kilgard	4·52	
			236·08
Wellington Colliery	Union Bay to Cumberland		10·75
York and Carleton	Junction with Canada Eastern Ry. at Cross Creek Station to Ryan Brook, N.B.		10·50
	Total mileage		29,303·53

TABLE 2.—SUMMARY of Mileage operated for the

Number.	Name of Railway.	Line represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.
		SINGLE TRACK.						
		Main line.	B'ches and spurs.					
	1	2	3	4	5	6	7	8
1	Algoma Central and Hudson Bay	115·04	20·73					135·77
2	Algoma Eastern	27·50	3·20				3·25	33·95
3	Atlantic, Quebec and Western	102·75				1·75		104·50
4	Bay of Quinté	75·40	10·60				19·00	105·00
5	Bedlington and Nelson	12·04					8·67	20·71
6	Bessemer and Barrys Bay (†)	5·00						5·00
7	Brandon, Saskatchewan and Hudson Bay	69·45						69·45
8	British Yukon	85·80	15·32					101·12
9	Brockville, Westport and Northwestern	45·00						45·00
10	Bruce Mines and Algoma (†)	17·28						17·28
11	Canada and Gulf Terminal	35·80						35·80
12	Canada Southern	226·18	153·86				16·76	396·80
	Canadian Government Rys.—							
13	Intercolonial	1,427·38	35·08				40·30	1,502·76
14	Prince Edward Island	150·90	128·33					279·23
15	Canadian Northern	1,140·50	2,871·99	48·08	355·68	254·40		4,670·65
16	" " Ontario	457·50	42·65				3·80	503·95
17	" " Quebec	243·12	127·90				58·60	429·62
18	Canadian Pacific	2,902·80	3,971·60	3,033·60	1,497·20	102·60	93·90	11,601·70
19	Carillon and Grenville (†)	13·00						13·00
20	Caraquet	68·00			16·78			84·78
21	Cape Breton	31·00						31·00
22	Central Ontario	132·93	7·20		9·60			149·73
23	Crows Nest Southern	74·18						74·18
24	Cumberland Railway and Coal Co	32·00						32·00
25	Dominion Atlantic	170·78	77·42		31·47		14·42	294·09
26	Eastern, B.C.	14·00	2·00					16·00
27	Elgin and Havelock	28·00						28·00
28	Esquimalt and Nanaimo	134·00	18·00					152·00
29	Essex Terminal	8·50	1·50					10·00
30	Grand Trunk	2,942·61				161·30	13·94	3,117·85
31	" (Canada Atlantic)	396·41			59·85			456·26
32	Grand Trunk Pacific	1,108·90	12·47			274·40	6·20	1,401·97
33	Halifax and South Western	246·60	131·86				2·30	380·76
34	Hereford	52·18						52·18
35	International of New Brunswick	112·00						112·00
36	Inverness Railway and Coal Co	60·91						60·91
37	Irondale, Bancroft and Ottawa	51·00						51·00
38	Kent Northern	27·00						27·00
39	Kettle Valley	22·20						22·20
	Kingston and Pembroke (C.P.R.)							
40	Klondike Mines	31·81						31·81
41	Lake Erie and Detroit (Père Marquette)	198·81					136·78	335·59
42	London and Port Stanley	23·66					·42	24·08
43	Lotbinière and Megantic	30·00						30·00
44	Maganetawan River	1·91						1·91
45	Manitoba Great Northern	91·77					·99	92·76
46	Maritime Coal, Railway & Power Co	12·00	3·00					15·00
47	Massawippi Valley	35·46					2·95	38·41
48	Midland of Manitoba	6·40					69·02	75·42
49	Montreal and Atlantic	102·90			60·50			163·40
50	Montreal and Province Line	50·00	8·60					58·60
51	Montreal and Vermont Junction	23·60						23·60
52	Moncton and Buctouche	32·00						32·00
53	Morrissey, Fernie and Michel	5·82			5·03			10·85
54	Maine Central	5·10						5·10

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Year ended June 30, 1913.—All Tracks.

10	1	12	13	1	1	1	18	21	22	23	2	3	
		Second Track.							Third Track.				
Rails.		Line represented by Capital Stock.		Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Steel Rails.	Line represented by Capital Stock.		Total mileage operated.	Steel Rails.	
Iron.	Steel.	Main Line.	B'ches and spurs.						Main Line.	B'ches and spurs.			
	135·77												1
	30·70												2
	104·50												3
	86·00												4
	12·04												5
	5·00												6
	69·45												7
	101·12												8
	45·00												9
	17·28												10
	35·80												11
	380·04	226·18	16·86			1·77	244·81	243·04					12
	1,462·46	24·60	2·10			37·60	64·30	26·70					13
	279·23												14
	4,670·65												15
	500·15												16
	371·02	1·23					1·23	1·23					17
	11,507·80	757·80		212·40			970·20	970·20	·40		·40	·40	18
	13·00												19
	84·78												20
	31·00												21
	149·73												22
	74·18												23
	32·00												24
2·84	276·83												25
	16·00												26
	28·00												27
	152·00												28
	10·00												29
	3,103·91	706·81					706·81	706·81					30
	456·26	·88					·88	·88					31
	1,395·77	9·50			5·40		14·90	14·90					32
	378·46												33
	52·18												34
	112·00												35
	60·91												36
	51·00												37
	27·00												38
	22·20												39
	31·81												40
	198·81					136·57	136·57						41
	23·66												42
	30·00												43
	1·91												44
	91·77												45
	15·00												46
	35·46												47
	6·40												48
	163·40	6·50					6·50	6·50					49
	58·60												50
	23·60												51
	32·00												52
	10·85												53
	5·10												54

Table 2.—Summary of Mileage Operated for the Year

Number.	Name of Railway.	Single Track.						
		Line represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.
		Main line.	B'ches and spurs.					Number.
55	Napierville Junction	27·06						27·06
56	Nelson and Fort Sheppard	55·42					5·42	60·84
57	New Coal Brunswick and R'y Co.	58·00						58·00
58	New Brunswick and Prince Edward Island	36·00						36·00
59	New Westminster Southern	23·73					1·48	25·21
60	North Shore	6·13	2·50					8·63
61	Nosbonsing and Nipissing	5·50						5·50
62	Ottawa and New York	56·90					1·94	58·84
63	Phillipsburg Railway and Quarry Co	6·00						6·00
64	Pontiac and Renfrew	4·25						4·25
65	Quebec Central	138·00	115·00				5·00	258·00
66	Quebec Oriental	100·00						100·00
67	Quebec Railway, Light & Power Co.	30·00	7·00			3·32		40·32
68	Quebec and Lake St. John	227·00	59·40					286·40
69	Quebec, Montreal and Southern	191·91						191·91
70	Red Mountain	9·59						9·59
71	Rutland and Noyan	3·39						3·39
72	Salisbury and Albert	45·00						45·00
73	Schomberg and Aurora	14·40						14·40
74	Stanstead, Shefford and Chambly	43·00						43·00
75	St. Clair Tunnel	1·13						1·13
76	St. Lawrence and Adirondack	32·82			13·30		8·80	54·92
77	St. Martins	30·00						30·00
78	Sydney and Louisburg (Dominion Coal Co.)	39·17	27·34	1·09	1·20			68·80
79	Temiscouata	113·00					·25	113·25
80	Temiskaming and Northern Ontario	252·80	77·98					330·78
81	Thousand Islands	6·08	·25					6·33
82	Toronto, Hamilton and Buffalo	79·88	·27				4·36	84·51
83	Vancouver Copper Co's Railway (†)	12·00						12·00
84	Vancouver, Victoria and Eastern	236·08					1·48	237·56
85	Victoria and Sidney	15·97						15·97
86	Victoria Terminal Railway and Ferry Co	·99						·99
87	Wellington Colliery Co	10·75						10·75
88	York and Carleton	10·50						10·50
	Final totals	15,439·33	7,933·05	3,082·77	2,050·61	797·77	520·03	29,823·56

†Not in operation.

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ending June 30, 1913.—All Tracks—*Continued.*

10	11	12	13	15	16	17	18	21	22	23	28	31	
		Second Track							Third Track.				
Rails.		Line represented by Capital Stock.		Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Steel Rails.	Line represented by Capital Stock.		Total mileage operated.	Steel Rails.	Number
Iron.	Steel.	Main Line.	B'ches and spurs.						Main Line.	B'ches and spurs.			
	27·06												55
	55·42												56
	58·00												57
	36·00												58
	23·73												59
	8·63												60
	5·50												61
	56·90												62
	6·00												63
	4·25												64
	253·00												65
	100·00												66
	40·32	9·50					9·50	9·50					67
	286·40												68
	191·91												69
	9·59												70
	3·39												71
	45·00												72
	14·40												73
	43·00												74
	1·13												75
	46·12												76
	30·00												77
	68·80												78
	113·00												79
	330·78												80
	6·33												81
	80·15	3·89	·27			·38	4·54	4·16					82
	12·00												83
	236·08												84
	15·97												85
	·99												86
	10·75												87
	10·50												88
2·84	29,300·69	1,746·89	19·23	212·40	5·40	176·32	2,160·24	1,983·92					

TABLE 2.—SUMMARY of Mileage Operated for the Year

Number.	Number of Railway.	32	43	44	45	46	47	48	49	51	52
			YARD TRACK AND SIDINGS.								
			Line represented by Capital Stock							Rails.	
			Main line.	Branches and spurs.	Line of Proprietary Companies.	Line operated under lease.		Line operated under trackage rights.	Total mileage operated.	Iron.	Steel.
1	Algoma Central & Hudson Bay		12·44	5·95	18·36				36·75		36·75
2	Algoma Eastern		2·34	·34					2·68		2·68
3	Atlantic, Quebec & Western										
4	Bay of Quinté		11·30	4·00					15·30		15·30
5	Bedlington & Nelson		·27						·27		·27
6	Bessemer & Barry's Bay (†)										
7	Brandon, Sask., & Hudson Bay		10·34						10·34		10·34
8	British Yukon										
9	Brockville, Westport & North Western		2·00						2·00		2·00
10	Bruce Mines & Algoma (†)										
11	Canada & Gulf Terminal										
12	Canada Southern		178·25	45·84					224·09		224·09
	Canadian Govt. Railways:—										
13	Intercolonial		401·24						401·24		401·24
14	Prince Edward Island		11·40	9·85					21·25	·40	20·85
15	Canadian Northern		153·94	360·33	9·30	47·04			570·61		570·61
16	Canadian Northern Ontario		38·55	10·36					48·91		48·91
17	Canadian Northern Quebec		27·52	8·12				5·27	40·91		35·64
18	Canadian Pacific		3,213·20						3,213·20		3,213·20
19	Carillon & Grenville (†)										
20	Caraquet		3·55						3·55		3·55
21	Cape Breton										
22	Central Ontario		15·50			·50			16·00		16·00
23	Crows Nest Southern		13·42						13·42		13·42
24	Cumberland Ry. & Coal Co		16·00						16·00		16·00
25	Dominion Atlantic		15·17	14·00		6·93			36·10	8·78	27·32
26	Eastern B.C.										
27	Elgin & Havelock										
28	Essex Terminal										
29	Esquimalt & Nanaimo		35·40						35·40		35·40
30	Grand Trunk		1,224·43						1,224·43		1,224·43
31	Grand Trunk (Can. Atlantic)		107·64			5·29			112·93		112·93
32	Grand Trunk Pacific		236·56				87·40	13·88	337·84		323·96
33	Halifax & South Western		12·31	10·48					22·79		22·79
34	Hereford										
35	International of N.B.		6·50						6·50		6·50
36	Inverness Rly. & Coal Co		8·20						8·20		8·20
37	Irondale, Baneroft & Ottawa		1·00						1·00		1·00
38	Kent Northern										
39	Kettle Valley		1·49						1·49		1·49
	Kingston & Pembroke (Can. Pac. Ry.)										
40	Klondike Mines		2·00						2·00		2·00
41	Lake Erie & Detroit River (Père Marquette)		69·09					23·03	92·12		69·09
42	London & Port Stanley		10·13						10·13		10·13
43	Lotbinière & Megantic		3·00						3·00		3·00
44	Maganetawan River										
45	Manitoba Great Northern		8·99						8·99		8·99
46	Maritime Coal, Ry. & Power Co			3·00					3·00		3·00
47	Massawippi Valley		10·55						10·55		10·55
48	Midland of Manitoba		8·78						8·78		8·78
49	Montreal & Atlantic		38·70						38·70		38·70
50	Montreal & Province Line		2·50						2·50		2·50
51	Montreal & Vermont Junction		2·00						2·00		2·00
52	Moncton & Buctouche		2·00						2·00		2·00

(†) Not in operation.

ending June 30, 1913.—All Tracks—*Continued.*

53	54	55	56	57	58	59	61	62	

TOTAL MILEAGE OPERATED—ALL TRACKS.

Line represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Rails.		Number
Main line.	Branches and spurs.						Iron.	Steel.	
127·48	26·68	18·36				172·52		172·52	1
29·84	3·54				3·25	36·63		33·38	2
102·75				1·75		104·50		104·50	3
86·70	14·60				19·00	120·30		101·30	4
12·31					8·67	20·98		12·31	5
5·00						5·00		5·00	6
79·79						79·79		79·79	7
85·80	15·32					101·12		101·12	8
47·00						47·00		47·00	9
17·28						17·28		17·28	10
35·80						35·80		35·80	11
630·61	216·56				18·53	865·70		847·17	12
1,853·22	37·18				77·90	1,968·30		1,890·40	13
162·30	138·18					300·48	·40	300·08	14
1,294·44	3,232·32	57·38	402·72	254·40		5,241·26		5,241·26	15
496·05	53·01				3·80	552·86		549·06	16
271·87	136·02				63·87	471·76		407·89	17
6,874·20	3,971·60	3,033·60	1,709·60	102·60	93·90	15,785·50		15,691·60	18
13·00						13·00		13·00	19
71·55			16·78			88·33		88·33	20
31·00						31·00		31·00	21
148·43	7·20		10·10			165·73		165·73	22
87·60						87·60		87·60	23
48·00						48·00		48·00	24
185·95	91·42		38·40		14·42	330·19	11·62	304·15	25
14·00	2·00					16·00		16·00	26
28·00						28·00		28·00	27
8·50	1·50					10·00		10·00	28
169·40	18·00					187·40		187·40	29
4,873·85				161·30	13·94	5,049·09		5,035·15	30
504·93			65·14			570·07		570·07	31
1,354·96	12·47			367·20	20·08	1,754·71		1,734·63	32
258·91	142·34				2·30	403·55		401·25	33
52·18						52·18		52·18	34
118·50						118·50		118·50	35
69·11						69·11		69·11	36
52·00						52·00		52·00	37
27·00						27·00		27·00	38
23·69						23·69		23·69	39
33·81						33·81		33·81	40
267·90					296·38	564·28		267·90	41
33·79					·42	34·21		33·79	42
33·00						33·00		33·00	43
1·91						1·91		1·91	44
100·76					·99	101·75		100·76	45
12·00	6·00					18·00		18·00	46
46·01					2·95	48·96		46·01	47
15·18					69·02	84·20		15·18	48
148·10			60·50			208·60		208·60	49
52·50	8·60					61·10		61·10	50
25·60						25·60		25·60	51
34·00						34·00		34·00	52

TABLE 2.—SUMMARY of Mileage Operated for the Year

Number.	32	43	44	45	46	47	48	49	51	52
	Name of Railway.	YARD TRACK AND SIDINGS.								
		Line represented by Capital Stock		Line of Proprietary Companies	Line operated under lease.		Line operated under trackage rights.	Total mileage operated.	Rails.	
		Main line.	Branches and spurs.						Iron.	Steel.
53	Morrissey, Fernie & Michel									
54	Maine Central									
55	Napierville Junction	3·36						3·36		3·36
56	Nelson & Fort Sheppard	2·84						2·84		2·84
57	New Brunswick Coal & Ry. Co.									
58	New Brunswick & Prince Edward Island	2·00	1·50					3·50		3·50
59	New Westminster Southern	1·12						1·12		1·12
60	North Shore	1·37						1·37		1·37
61	Nosbonsing & Nipissing									
62	Ottawa & New York									
63	Phillipsburg Ry. & Quarry Co.									
64	Pontiac & Renfrew									
65	Quebec Central									
66	Quebec Oriental									
67	Quebec Ry. Light & Power Co.		6·93					6·93		6·93
68	Quebec & Lake St. John	37·50	3·85					41·35		41·35
69	Quebec, Montreal & Southern	23·15	3·09					26·24		26·24
70	Red Mountain	3·43						3·43		3·43
71	Rutland & Noyan	·77						·77		·77
72	Salisbury & Albert	5·00						5·00	3·00	2·00
73	Schomberg & Aurora									
74	Stanstead, Shefford & Chambly	3·43						3·43		3·43
75	St. Clair Tunnel									
76	St. Lawrence & Adirondack	5·96			4·32			10·28		10·28
77	St. Martins									
78	Sydney & Louisburg (Dom. Coal Co.)		52·79					52·79		52·79
79	Temiscouata	5·86	2·74					8·60		8·60
80	Temiskaming & Northern Ontario	84·49	10·22					94·71		94·71
81	Thousand Islands	1·00						1·00		1·00
82	Toronto, Hamilton & Buffalo	56·46						56·46		56·46
83	Vancouver Copper Co.'s Ry.									
84	Vancouver, Victoria & Eastern	44·90						44·90		44·90
85	Victoria & Sidney	1·61						1·61		1·61
86	Victoria Terminal Ry & Ferry Co.	·31						·31		·31
87	Wellington Colliery Co.									
88	York & Carleton									
	Final total	6,202·26	553·39	27·66	64·08	87·40	42·18	6,976·97	12·18	6,922·61

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ending June 30, 1913.—All Tracks—*Continued.*

53	54	55	56	57	58	59	61	62	
TOTAL MILEAGE OPERATED—ALL TRACKS.									
Line represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Rails.		Number.
Main line.	Branches and spurs.						Iron.	Steel.	
5·82			5·03			10·85		10·85	53
5·10						5·10		5·10	54
30·42						30·42		30·42	55
58·26					5·42	63·68		58·26	56
58·00						58·00		58·00	57
38·00	1·50					39·50		39·50	58
24·85					1·48	26·33		24·85	59
7·50	2·50					10·00		10·00	60
5·50						5·50		5·50	61
56·90					1·94	58·84		56·90	62
6·00						6·00		6·00	63
4·25						4·25		4·25	64
138·00	115·00				5·00	258·00		253·00	65
100·00						100·00		100·00	66
39·50	13·93			3·32		56·75		56·75	67
264·50	63·25					327·75		327·75	68
215·06	3·09					218·15		218·15	69
13·02						13·02		13·02	70
4·16						4·16		4·16	71
50·00						50·00	3·00	47·00	72
14·40						14·40		14·40	73
46·43						46·43		46·43	74
1·13						1·13		1·13	75
38·78			17·62		8·80	65·20		56·40	76
30·00						30·00		30·00	77
39·17	80·13	1·09	1·20			121·59		121·59	78
118·86	2·74				·25	121·85		121·60	79
337·29	88·20					425·49		425·49	80
7·08	·25					7·33		7·33	81
140·23	·54				4·74	145·51		140·77	82
12·00						12·00		12·00	83
280·98					1·48	282·46		280·98	84
17·58						17·58		17·58	85
1·30						1·30		1·30	86
10·75						10·75		10·75	87
10·50						10·50		10·50	88
23,388·88	8,505·67	3,110·43	2,327·09	890·57	738·53	38,961·17	15·02	38,207·62	

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913.

NOVA SCOTIA.

Number.	Name of Railway.	Mileage owned in NOVA SCOTIA, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Canadian Government Railway—Intercolonial	494·13	494·13		
2	Cape Breton	31·00	31·00		
3	Cumberland Railway & Coal Co	32·00	32·00		
4	Dominion Atlantic, and	248·20	247·54	·66	
5	Windsor Branch of Intercolonial	31·47	31·47		
6	Halifax & South Western	378·46	378·32	·14	
7	Inverness Railway & Coal Co	60·91	60·91		
8	Maritime Coal, Railway & Power Co	15·00	15·00		
9	Sydney & Louisburg (Dominion Coal Co.)	68·80	67·11	1·69	
	Total	1,359·97	1,357·48	2·49	

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913—*Continued.*

PRINCE EDWARD ISLAND.

Number.	Name of Railway.	Mileage owned in PRINCE EDWARD ISLAND, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Canadian Government Railway—Prince Edward Island	279·23	269·33	9·90	
	Total	279·23	269·33	9·90	

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913—*Continued.*

NEW BRUNSWICK.

Number.	Name of Railway.	Mileage owned in NEW BRUNSWICK, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Canadian Government Railway—Intercolonial	504·26	504·69	.....	·43
2	Canadian Pacific	519·40	519·40		
3	Caraquet, and	68·00	68·00		
4	Gulf Shore	16·78	16·78		
5	Elgin & Havelock	28·00	28·00		
6	International of New Brunswick	112·00	112·00		
7	Kent Northern	27·00	27·00		
8	Moncton & Buctouche	32·00	32·00		
9	New Brunswick Coal & Railway Co	58·00	58·00		
10	New Brunswick & Prince Edward Island	36·00	36·00		
11	North Shore	8·63	8·63		
12	Maine Central (formerly Princeton Branch)	5·10	5·10		
13	Salisbury & Albert	45·00	45·00		
14	St. Martins	30·00	30·00		
15	Temiscouata	44·00	44·00		
16	York & Carleton	10·50	10·50		
	Total	1,544·67	1,545·10	.....	·43

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913—*Continued.*

QUEBEC.

Number.	Name of Railway.	Mileage owned in QUEBEC, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Atlantic, Quebec & Western	104·50	52·25	52·25	
2	Canadian Government Railway—Intercolonial	464·07	464·07		
3	Canadian Pacific	1,063·90	1·063·00	·90	
4	Canadian Northern Quebec	371·02	369·27	1·75	
5	Canada & Gulf Terminal	35·80	.....	35·80	
6	Carillon & Grenville	13·00	13·00		
7	Grand Trunk	437·92	437·92		
8	Grand Trunk (Canada Atlantic)	66·38	66·38		
9	Hereford	52·18	52·18		
10	Lotbinière & Megantic	30·00	30·00		
11	Massawippi Valley	35·46	35·46		
12	Montreal & Atlantic	163·40	163·40		
13	Montreal & Province Line	58·60	58·60		
14	Montreal & Vermont Junction	23·60	23·60		
15	Napierville Junction	27·06	27·06		
16	Phillipsburg Railway & Quarry Co	6·00	6·00		
17	Quebec Central	253·00	253·00		
18	Quebec Oriental	100·00	100·00		
19	Quebec & Lake St. John	286·40	286·50	.....	·10
20	Quebec Railway, Light & Power Co	40·32	27·50	12·82	
21	Quebec, Montreal & Southern	191·91	191·91		
22	Rutland & Noyan	3·39	3·39		
23	Stanstead, Shefford & Chambly	43·00	43·00		
24	St. Lawrence & Adirondack	46·12	46·12		
25	Temiscouata	69·00	69·00		
	Total	3,986·03	3,882·61	103·52	·10

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913—*Continued.*

ONTARIO.

Number.	Name of Railway.	Mileage owned in ONTARIO, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Algoma Central & Hudson Bay	135·77	134·38	1·39	
2	Algoma Eastern	30·70	22·70	8·00	
3	Bay of Quinté	86·00	89·39	.....	3·39
4	Bessemer & Barry's Bay	5·00	5·00		
5	Brockville, Westport & North Western (C.N.R.)	45·00	45·00		
6	Bruce Mines & Algoma	17·28	17·28		
7	Canada Southern	380·04	380·04		
8	Canadian Northern	354·70	401·10	.....	*46·40
9	Canadian Northern Ontario	500·15	492·35	7·80	
10	Canadian Pacific	3,081·50	2,886·60	194·90	
11	Central Ontario, and,	140·13	140·13		
12	Marmora Railway & Mining Co	9·60	9·60		
13	Essex Terminal	10·00	10·00		
14	Grand Trunk	2,665·99	2,665·99		
15	Grand Trunk (Canada Atlantic)	389·88	389·88		
16	Grand Trunk Pacific	373·20	.....	373·20	
17	Irondale, Bancroft & Ottawa	51·00	51·00		
18	Kingston & Pembroke, now in Can. Pac. Rly	.....	109·80	.....	†109·80
19	Lake Erie & Detroit River (Père Marquette), and,	198·81	198·81		
20	London & Port Stanley	23·66	23·66		
21	Maganetawan River	1·91	1·91		
22	Nosbonsing & Nipissing	5·50	5·50		
23	Ottawa & New York	56·90	56·90		
24	Pontiac & Renfrew	4·25	4·25		
25	Schomberg & Aurora	14·40	14·40		
26	St. Clair Tunnel	1·13	1·13		
27	Temiskaming & Northern Ontario (Ont. Govt. Rly.)	330·78	302·28	28·50	
28	Thousand Islands	6·33	6·33		
29	Toronto, Hamilton & Buffalo	80·15	80·15		
	Total	8,999·76	8,545·56	613·79	159·59

*Formerly in Keewatin Ter., now transferred to Manitoba. †Inc. in Can. Pac. Rly.

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913—*Continued.*

MANITOBA.

Number.	Name of Railway.	Mileage owned in MANITOBA, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Brandon, Saskatchewan and Hudson Bay	69·45	69·45		
2	Canadian Northern	1,903·75	1,758·25	145·50	
3	Canadian Pacific	1,620·70	1,594·90	25·80	
4	Grand Trunk Pacific	301·21	.....	301·21	
5	Midland of Manitoba	6·40	6·05	·35	
6	Manitoba Great Northern	91·77	91·77		
	Total	3,993·28	3,520·42	472·86	

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913—*Continued.*

SASKATCHEWAN.

Number.	Name of Railway.	Mileage owned in SASKATCHEWAN, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Canadian Northern	1,881·56	1,718·75	162·81	
2	Canadian Pacific	2,354·60	2,035·10	319·50	
3	Grand Trunk Pacific	414·80	.....	414·80	
	Total	4,650·96	3,753·85	897·11	

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1913—*Concluded.*

ALBERTA.

Number.	Name of Railway.	Mileage owned in ALBERTA, on June 30. 1913.	1912.	Increase.	Decrease.
1	Alberta Rly. & Irrigation Co. (now Can. Pac. Rly.)	.....	111·82	.....	*111·82
2	Canadian Northern	482·56	394·82	87·74	
3	Canadian Pacific	1,423·10	1,390·00	33·10	
4	Grand Trunk Pacific	306·56	.....	306·56	
	Total	2,212·22	1,896·64	427·40	111·82

BRITISH COLUMBIA.

Number.	Name of Railway.	Mileage owned in BRITISH COLUMBIA, on June 30. 1913.	1912.	Increase.	Decrease.
1	Bedlington & Nelson	12·04	15·30	.....	3·26
2	British Yukon	31·22	31·22		
3	Canadian Pacific	1,267·90	1,223·40	44·50	
4	Crows Nest Southern	74·18	74·18		
5	Eastern B. C.	16·00	16·00		
6	Esquimalt & Nanaimo	152·00	78·00	74·00	
7	Kaslo & Sloean (C.P.R.)	.....	23·37	.....	23·37
8	Kettle Valley	22·20	22·20		
9	Morrissey, Fernie & Michel	10·85	10·85		
10	Nelson & Fort Sheppard	55·42	55·42		
11	New Westminster Southern	23·73	23·73		
12	Red Mountain	9·59	9·59		
13	Vancouver Copper Co.'s Railway	12·00	12·00		
14	Vancouver, Victoria & Eastern	236·08	231·56	4·52	
15	Victoria & Sidney	15·97	15·97		
16	Victoria Terminal Railway & Ferry Co.	·99	·99		
17	Wellington Colliery Co.'s Railway	10·75	10·75		
	Total	1,950·92	1,854·53	123·02	26·63

*This apparent decrease is due to the mileage of the Alberta Railway & Irrigation Co. (111·82) being included in the figures of the Canadian Pacific, and therefore duplicated.

YUKON TERRITORY.

Number.	Name of Railway.	Mileage owned in YUKON TERRITORY, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	British Yukon	69·90	69·90		
2	Klondike Mines	31·81	31·81		
	Total	101·71	101·71		

UNITED STATES.

Number.	Name of Railway.	Mileage owned in UNITED STATES, on June 30.		Increase.	Decrease.
		1913.	1912.		
1	Canadian Pacific	176·70	176·70		
2	Canadian Northern	48·08	48·08		
	Total	224·78	224·78		

Note.—The foregoing mileage applies to Canadian lines which, in passing between two points in Canada, cross the United States territory. Since such lines are operated wholly for the purposes of Canadian traffic, or practically so, the mileage is, statistically, regarded as being in Canada.

TABLE 4.—AMOUNT of Railway Capital at the

Number	1	2	3	4	5	6
	Name of Railway.	STOCKS.			FUNDED	
		Amount Outstanding.	Amount per Mile of Line.	Proportion to Total Railway Capital 100 x Col. 2. / Col. 12.	Amount Outstanding. Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p.c.	$	$
1	Algoma Central & Hudson Bay	10,000,000	73,654	48·17	10,758,000	79,237
2	Algoma Eastern (†)	2,800,000	31,083	51·10	2,680,000	29,751
3	Bay of Quinté	1,395,000	14,940	62·70	830,000	8,888
4	Bedlington & Nelson	1,000,000	83,056	100·00	.....	.....
5	Brandon, Sask. & Hudson Bay	2,150,000	30,958	100·00	.....	.....
6	British Yukon	2,934,119	29,016	58·92	2,044,760	20,221
7	Canada and Gulf Terminal	600,000	16,760	45·00	740,000	20,670
8	Canada Southern	15,000,000	39·470	39·86	22,630,000	59.546
9	Can. Govt. Rlys—Intercolonial	.....	.....	.....	.....	.....
10	Prince Edward Island	.....	.....	.....	.....	.....
11	Canadian Northern	77·000·000	18,963	33·73	151,264,154	37,252
12	Canadian Northern Ontario	10,000,000	19,986	44·80	12,311,000	24,614
13	Canadian Northern Quebec	9,550,000	25,740	52·26	8,725,511	23,517
14	Can. Pacific	*437,588,564	44,163	96·12	17,687,520	1.785
15	Cape Breton	1,000,000	32,258	100·00	.....	.....
16	Caraquet	1,250,000	18,382	71·40	500,000	7,353
17	Central Ontario, including	3,331,000	23,771	76·96	1,000,000	7,136
18	Marmora Railway & Mining Co	115,421	11,542	53·11	100,000	10,000
19	Crows Nest Southern	4,180,000	56,349	100·00	.....	.....
20	Cumberland Railway & Coal Co	‡	.....	.....	.....	.....
21	Dominion Atlantic	2,433,333	9,804	29·46	5,826,373	23,474
22	Eastern British Columbia	420,000	30,000	100·00	.....	.....
23	Elgin & Havelock	44,900	1,603	47·30	50,000	1,786
24	Essex Terminal	300,000	30,000	45·45	360·000	36,000
25	Grand Trunk	233,869,955	79,114	59·08	162,037,672	54,815
26	Buffalo & Lake Huron	2,665,632	14,967	39·48	4,279,456	22,942
27	Grand Trunk—Canada Atlantic	7,200·000	18,163	31·03	16,000,092	40,362
29	Central Counties	500,000	12,990	56·81	380,000	9,873
30	Pembroke Southern	178,000	8,334	54·27	150,000	7,022
31	Grand Trunk Pacific	24,942,000	.....	17·00	121,967,114	.....
32	Grand Trunk Pacific Branch Lines / Grand Trunk Pacific Saskatchewan	1,000,000	.....	.....	13,469,004	.....
33	Halifax & South Western	1.000,000	2,704	18·72	4,341,954	11,741
34	Hereford	800,000	15,137	50·00	800,000	15,137
35	International of New Brunswick	1,320,000	12,000	59·56	896,000	8,000
36	Inverness Railway & Coal Co	*	.....	.....	.....	.....
37	Irondale, Bancroft & Ottawa	53,500	1,049	10,62	450,000	8,823
38	Kent Northern	75,000	2,777	69·50	32,000	1,185
39	Kettle Valley	375,000	16,892	46·01	440,000	19,820
40	Klondike Mines	1,375,000	44,355	100·00	.....	.....
41	Lake Erie & Detroit River, and	1,400,000	7,042	31·81	3,000,000	15,090
42	London & Pt. Stanley	537,158	22,382	28·40	1,332,854	56,409
43	Lotbinière & Megantic	50,000	1,666	100·00	.....	.....
44	Maganetawan River	30,000	15,706	100·00	.....	.....
45	Manitoba (C.N.R.)	1,432,200	4,086	20·43	5,576,800	15,911
46	Manitoba Gt. Northern	2,041,000	22,241	100·00	.....	.....
47	Massawippi Valley	800,000	22,560	100·00	.....	.....
48	Montreal & Atlantic, and	3,200,000	31,098	71·34	1,065,000	10,350
49	Lake Champlain & St. Lawrence Jct	600,000	9,917	61·35	378,000	6,248
50	Montreal & Province Line	1,000,000	17,064	83·33	200,000	4,926
51	Montreal & Vermont Junction	1,000,000	42,373	100·00	.....	.....
52	Moncton & Buctouche	250,000	7,812	80·65	60,000	1,875
53	Midland of Manitoba	4,300,000	671,875	100·00	.....	.....
54	Morrissey, Fernie & Michel	1,263,000	217,010	98·70	16,507	2,836
55	Maine Central	86,950	17,049	50·00	86,950	17,049

(†) Capital represents 58 miles, under construction, additional.

* Includes $163,257,224 Consolidated Debenture Stock of Can. Pac. Rly., hitherto classified as Funded Debt—(See explanation in Introduction).

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1913.

7	8	9	10	11	12	13	
Debt.	Designation of Funded Debt.				Summary.		
Proportion to Total Railway Capital. 100 x Col. 5. Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	Number.
p. c.	$	$	$	$	$	$	
51·83	10,080,000			678,000	20,758,000	152,891	1
48·90	2,500,000			180,000	5,480,000	60,834	2
37·30	830·000				2,225,000	23,828	3
					1,000,000	83,056	4
					2,150,000	30,958	5
41·08	2,044,760				4,978,879	49,237	6
55·00	740,000				1,340,000	37,430	7
60·14	22,630,000				37,630,000	99,016	8
							9
							10
66·27	101,098,541	5,664,113	25,000,000	19,501,500	228,264,154	56,215	11
55·20	12,311,000				22,311,000	44,600	12
47·74	8,725,511				18,275,511	49,257	13
3·88	16,807,520			880,000	455,276,084	45,948	14
					1,000,000	32 258	15
28·60	500,000				1,750,000	25,735	16
23·04	1,000,000				4,331,000	30,907	17
46·89	100,000				215,421	21,542	18
					4,180,000	56,349	19
					‡		20
70·54	5,826,373				8,259,706	33,278	21
					420,000	30,000	22
52·70	50,000				94,900	3,389	23
54·55	360,000				660,000	66,000	24
40·92	162,037,672				395,907,627	133,929	25
60·52	4,279,456				6,885,088	37,909	26
68·97	16,000,092				23,200,092	58,525	27
43·19	380,000				880,000	22,863	29
45·73	150,000				328,000	15,356	30
83·00	121,967,114				146,909,114		31
	13,469 004				14,469,004		32
81·28	4,341,954				5,341,954	14,445	33
50·00	800,000				1,600,000	30,274	34
40·44	896,000				2,216,000	20,000	35
					*		36
89·38	450,000				503,500	9,872	37
30 50	32,000				107,000	3,962	38
53·99	440,000				815,000	36,712	39
					1,375,000	44,355	40
68·19	3,000,000				4,400,000	22,132	41
71·60	1,332,854				1,870,012	78,791	42
					50,000	1,666	43
					30,000	15,706	44
79·57	5,576,800				7,009,000	19,997	45
					2,041,000	22,241	46
					800,000	22,560	47
28·66	1,065,000				4,265,000	41,448	48
38·65	378,000				978,000	16,165	49
16·67	200,000				1,200,000	21,990	50
					1,000,000	42,373	51
19·35	60,000				310,000	9,687	52
					4,300,000	671,875	53
1·30	16,507				1,279,507	219,846	54
50·00	86,950				173,900	34,098	55

‡General capital of Dominion Coal Co.
*General capital of the whole Company.

TABLE 4.—AMOUNT of Railway Capital at the

Number.	Name of Railway.	Stocks.			Funded	
		Amount Outstanding.	Amount per Mile of Line.	Proportion to Total Railway Capital 100 x Col. 2. / Col. 12.	Amount Outstanding. Cols. 8+9+10+11	Amount per Mile of Line.
		1	2	3	4	5	6
		$	$	p.c.	$	$
56	Napierville Junction	600,000	22,173	100·00	.....	.....
57	Nelson & Fort Sheppard	2,816,800	50,826	100·00	.....	.....
58	New Brunswick Coal & Rly. Co.	†	.....	.....	.....	.....
59	New Brunswick & P. E. Island	214,850	5,968	69·10	96,000	2,666
60	New Westminster Southern	600,000	25,284	100·00	.....	.....
61	North Shore (N.B.)	98,000	11,355	73·68	35,000	4,056
62	Ottawa and New York	1,000,000	17,575	38·46	1,600,000	28,119
63	Père Marquette (Canada)	.....	.....	.....	5,870,000	29,500
64	Phillipsburg Railway & Quarry Co.	124,500	20,750	75·70	40,000	6,666
65	Qu'Appelle, Long Lake & Saskatchewan (C.N.R.)	201,000	787	3·00	5,051,463	19,770
66	Quebec Central	3,381,603	15,233	35·17	6,233,406	28,079
67	Quebec Oriental	117,000	1,170	5·59	1,975,844	19,758
68	Quebec & Lake St. John	4,524,000	15,796	49·00	4,590,566	16,028
69	Quebec, Montreal & Southern	1,000,000	5,211	100·00	.....	.....
70	Red Mountain	412,600	43,024	100·00	.....	.....
71	Rutland & Noyan	100,000	29,499	50·00	100,000	29,499
72	Salisbury & Albert	150,000	3,333	100·00	.....	.....
73	Schomberg & Aurora	250,000	17,361	45·90	300·000	20,000
74	Stanstead, Shefford & Chambly	608·750	14,157	79·60	155,865	3,625
75	St. Clair Tunnel and approaches	350,000	.....	12·28	2,500,000	.....
76	St. Martins	99,000	3,300	52·38	90,000	3,000
77	St. Lawrence & Adirondack	1,230,655	37,497	57·37	914,418	27,862
78	Sydney & Louisburg (Dom. Coal Co.)	*	.....	.....	.....	.....
79	Temiskaming & Northern Ontario	‡	.....	.....	.....	.....
80	Temiscouata	1,000,000	8,849	24·41	3,099,669	27,401
81	Thousand Islands	60,000	8,185	51·85	58,000	7,913
82	Toronto, Hamilton & Buffalo	3,500,000	42,866	37·71	5,780,000	70,789
83	Vancouver, Victoria & Eastern	19,050,000	80,693	100·00	.....	.....
84	Victoria & Sidney	103,000	6,450	27·00	300,000	18,785
85	Victoria Terminal Railway & Ferry Co.	250	252	100·00	.....	.....
86	Wellington Colliery Co.'s Railway	500,000	46,511	100·00	.....	.....
87	York & Carleton	105,000	10,000	100·00	.....	.....
	Total	918,573,740	.....	.....	613,256,952	.....

†Owned and operated by New Brunswick Government.
* General capital of the Dominion Coal Co.
‡ Owned by the Ontario Government.

Close of the Year ending June 30, 1913.— *Concluded.*

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 x Col. 5. Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	Number.
p. c.	$	$	$	$	$	$	
.....	.....	.....	.....	.....	600,000	22,173	56
.....	.....	.....	.....	.....	2,816,800	50,826	57
.....	.....	.....	.....	.....	.....	.....	58
30·90	96,000	.....	.....	.....	310,850	8,634	59
.....	.....	.....	.....	.....	600,000	25,284	60
26·32	35,000	.....	.....	.....	133,000	15,411	61
61·54	1,325,000	.....	275,000	.....	2,600,000	45,694	62
100·00	5,870,000	.....	.....	.....	5,870,000	29,500	63
24·30	40,000	.....	.....	.....	164,500	27,416	64
97·00	5,051,463	.....	.....	.....	5,252,463	20,557	65
64·83	4,588,473	.....	1,644,933	.....	9,615,009	43,312	66
94·41	1,948,000	27,844	.....	.....	2,092,844	20,928	67
51·00	4,590,566	.....	.....	.....	9,114,566	31,824	68
.....	.....	.....	.....	.....	1,000,000	5,211	69
.....	.....	.....	.....	.....	412,600	43,024	70
50·00	100,000	.....	.....	.....	200,000	58,998	71
.....	.....	.....	.....	.....	150,000	3,333	72
54·10	300,000	.....	.....	.....	550,000	37,361	73
20·40	155,865	.....	.....	.....	764,615	17,782	74
87·72	2,500,000	.....	.....	.....	2,850,000	.....	75
47·62	90,000	.....	.....	.....	189,000	6,300	76
42·63	914,418	.....	.....	.....	2,145,073	65,359	77
.....	.....	.....	.....	.....	.....	.....	78
.....	.....	.....	.....	.....	.....	.....	79
75·59	3,099,669	.....	.....	.....	4,099,669	36,250	80
48·15	58,000	.....	.....	.....	118,000	16,098	81
62·29	4,280,000	.....	.....	1,500,000	9,280,000	113,655	82
.....	.....	.....	.....	.....	19,050,000	80,693	83
73·00	300,000	.....	.....	.....	403,000	25,235	84
.....	.....	.....	.....	.....	250	252	85
.....	.....	.....	.....	.....	500,000	46,511	86
.....	.....	.....	.....	.....	105,000	10,000	87
	557,905,562	5,691,957	26,919,933	22,739,500	1,531,830,692	.....	

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

Number.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
1	Albert Southern (aband-	50,460 00	50,460 00	.....	New Brunswick	48,680 00
2	Harvey Branch oned.	5,553 57	5,553 57	.....	"	9,000 00
3	Alberta Ry. & Irrigation Co. (C.P.R.)	148,094 00	148,094 00	.....	.....	.....
4	Algoma Central & Hudson Bay	2,054,976 00	1,453,419 44	.....	Ontario	201,580 00
5	Algoma Eastern	547,200 00	365,649 13	.....	"	265,000 00
6	Atlantic, Quebec & Western	902,800 00	902,800 00	.....	.....	.....
7	Bay of Quinté	350,455 25	350,455 25	.....	"	84,000 00
8	Bedlington & Nelson...(nil)	.....	.....	.....	.....	.....
9	Brandon, Sask. & Hudson Bay.....(nil)	.....	.....	.....	.....	.....
10	British Yukon.....(nil)	.....	.....	.....	.....	.....
11	Brockville, Westport and					
12	Western	140,800 00	140,800 00	.....	Ontario	.....
13	Bruce Mines & Algoma	53,920 00	53,920 00	.....	"	50,918 00
14	Canada & Gulf Terminal	210,053 59	210,053 59	.....	Quebec	.....
15	Canada Southern, including, Sarnia, Chatham & Erie	.....	.....	.....	Ontario	.....
16	Leamington & St. Clair	51,200 00	51,200 00	.....	"	147,859 00
17	Can. Gov't Railways— Intercolonial, including					
18	Canada Eastern	374,839 84	374,839 84	.....	.....	.....
19	Drummond County	423,936 00	423,936 00	.....	Quebec	.....
20	Fredericton & St. Marys	30,000 00	30,000 00	.....	.....	.....
21	Nova Scotia Steel & Coal Co.'s Ry	40,000 00	39,840 00	.....	Nova Scotia	40,000 00
22	Prince Edward Island	.....	.....	.....	.....	.....
23	Can. Northern, including,	374,606 00	374,606 00	.....	.....	.....
24	Winnipeg Great Northern	.....	.....	.....	.....	.....
25	Port Arthur, Duluth & Western	271,200 00	271,200 00	.....	Ontario	255,571 00
26	Ontario & Rainy River	1,534,526 00	1,534,526 00	.....	"	1,072,809 00
27	Manitoba	.....	.....	.....	Manitoba	641,575 25
28	Edmonton, Yukon and Pacific	160,000 00	91,200 00	.....	.....	.....
29	Can. Northern Ontario	2,255,872 00	2,240,832 00	.....	Ontario	(a) .....
30	Can. Northern Quebec	2,020,616 89	2,020,616 89	.....	Quebec	1,194,129 46
31	Can. Northern Alberta	2,589,600 00	2,589,600 00	.....	.....	.....
32	Can. Northern Pacific	4,349,930 40	4,349,930 40	.....	.....	.....
33	Canadian Pacific	30,053,283 00 (a)10,189,521 00	29,944,660 43 (a)10,189,521 00	.....	Manitoba Brit. Columbia	375,377 50 37,500 00
34	Owned—Can. Central	1,525,250 00	1,525,250 00	.....	Ontario	1,479,009 00
35	Lake Temiskaming Colonization	310,335 95	310,335 95	.....	Quebec	350,076 82
36	North Shore	1,500,000 00	1,500,000 00	.....	.....	.....
37	Montreal & Western	361,270 00	361,270 00	.....	Quebec	472,500 00
38	Quebec, Montreal, Ottawa & Occidental	.....	.....	.....	"	727,000 00
39	Leased—Atlantic & N'th West	3,888,800 00	3,888,800 00	.....	"	711,122 02
40	Cap de la Madeleine	7,424 00	7,424 00	.....	.....	.....
41	Columbia & Kootenay	88,800 00	88,800 00	.....	.....	.....
42	Credit Valley	.....	.....	.....	Ontario	531,000 00
43	Fredericton	.....	.....	.....	New Brunswick	230,000 00
44	Guelph Junction	51,200 00	46,000 00	.....	Ontario	.....
45	Guelph & Goderich	.....	.....	.....	"	.....
46	Lindsay, Bobcaygeon & Pontypool	185,173 06	185,173 06	.....	"	52,500 00
47	Manitoba & North Western	.....	.....	.....	Manitoba	.....
48	Manitoba & South West Colonization	.....	.....	.....	"	.....

(a) Ontario Government guarantee Bonds, 318 miles at $20,000 per mile.
(a) Amount paid for 6,793,014 acres land relinquished by Company.

by Governments and municipalities, to June 30, 1913.

Governments.			By Municipalities.			
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
48,680 00						
9,090 00						
100,000 00						
250,000 00						
84,000 00			197,990 43	197,990 43		
			116,000 00	116,000 00		
59,918 00			500 00	500 00		
			20,600 00	20,600 00		
			322,500 00	322,500 00		
147,859 00						
			15,000 00	15,000 00		
40,000 00			4,000 00	4,000 00		
255,571 00			40,000 00	40,000 00		
1,072,800 00			50,000 00	50,000 00		
641,575 25						
(a)			20,000 00	20,000 00		
1,194,129 46			72,000 00	72,000 00		200,000 00
372,157 50			572,500 00	464,761 29		
37,500 00						
1,479,000 00						42,500 00
350,076 82						
472,500 00						
727,000 00	1,176,956 00		25,000 00	25,000 00	771,644 62	
699,192 08						325,000 00
531,000 00			1,085,000 00	1,085,000 00		
230,000 00			80,000 00	80,000 00		
						193,000 00
			31,000 00	31,000 00		
52,500 00			73,000 00	73,000 00		
			215,600 00	215,600 00		
	900,000 00					

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

Number.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
	Owned—Can. Central.—*Con.*	$ cts.	$ cts.	$ cts.		$ cts.
49	Montreal & Lake Maskinonge	41,280 00	41,280 00		Quebec	87,750 00
50	Montreal & Ottawa	192,000 00	192,000 00		Ontario	100,000 00
					Quebec	182,210 00
51	Nakusp & Slocan	121,600 00	117,760 00		Brit. Columbia	
52	New Brunswick				New Brunswick	76,000 00
53	New Brunswick and Canada				"	575,000 00
54	New Brunswick South'n				"	413,000 00
55	Nicola, Kamloops & Similkameen	300,800 00	300,800 00			
56	Northern Colonization	355,200 00	355,200 00		Quebec	96,000 00
57	Ontario & Quebec	196,000 00	196,000 00		Ontario	
58	Orford Mountain	202,926 50	202,926 50		Quebec	138,884 92
59	Ottawa, Northern & Western	950,000 00	821,009 20		Ontario	50,000 00
					Quebec	1,316,389 15
60	Saskatchewan & West'n				Manitoba	
61	Shuswap & Okanagan	163,200 00	163,200 00			
62	St. John Bridge & Ry. Extension			433,900 00	New Brunswick	5,181 81
63	St. John & Maine				"	880,000 00
64	St. Lawrence & Ottawa				Ontario	
65	St. Marys & Western Ont	67,709 00	67,709 00		"	
66	St. Stephen & Milltown	14,848 00	14,848 00		New Brunswick	13,920 00
67	Tillsonburg, Lake Erie & Pacific	158,871 48	117,431 48		Ontario	38,564 00
68	Tobique Valley	134,016 00	134,016 00		New Brunswick	70,000 00
69	Toronto, Grey & Bruce	14,656 00	14,656 00		Ontario	375,282 00
70	Vancouver and Lulu Island	61,760 00	61,760 00			
71	West Ontario Pacific	60,000 00	60,000 00		Ontario	
72	Cape Breton	196,800 00	196,800 00		Nova Scotia	99,200 00
73	Caraquet	224,000 00	224,000 00		New Brunswick	180,000 00
74	Carillon & Grenville	(nil)				
75	Central Ontario, including,	204,893 49	204,893 49		Ontario	278,000 00
76	Marmora Ry. & Mining Co	30,720 00	30,720 00		"	19,149 39
77	Colchester Coal & Ry. Co.	12,800 00	12,800 00			
78	Crows Nest Southern	(nil)				
79	Cumberland Ry. & Coal Co	44,800 00	39,850 00		Nova Scotia	184,450 00
80	Dominion Atlantic, including—					
81	Windsor & Annapolis	1,193,369 00	1,193,369 00			
82	Cornwallis Valley	44,800 00	44,800 00		Nova Scotia	44,800 00
83	Western Counties	500,000 00	500,000 00		" "	679,197 45
84	Midland of N.S.	399,060 40	399,060 40		" "	185,600 00
85	Eastern Brit. Columbia	(nil)				
86	Elgin & Havelock	(†) 82,652 82	(†) 82,652 82		New Brunswick	107,500 00
87	Esquimalt & Nanaimo (C.P.R.)	1,115,440 00	1,115,440 00			
88	Essex Terminal	(nil)				
89	*Fredericton & Grand Lake	104,996 04	104,996 04			
90	Grand Trunk, including,			15,142,633 33		
91	Beauharnois Junction	62,400 00	62,400 00		Quebec	179,073 09
92	Brantford, Norfolk & Pt. Burwell				Ontario	68,000 00
93	Buffalo & Lake Huron				"	
94	Cobourg, Blairton & Marmora				"	18,740 00
95	Grand Trunk, Victoria Bridge	500,000 00	500,000 00			

by Governments and Municipalities, to June 30, 1913.—*Continued.*

Governments.			By Municipalities.			
Subsidy Paid up.	Loan.	Subscript on to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
87,750 00						
100,000 00						
182,210 00			5,300 00	*5,300 00.		
	647,074 00					
76,000 00			23,000 00	23,000 00		
575,000 00			47,500 00	47,500 00		
413,000 00			3,000 00	3,000 00		
96,000 00						
			52,500 00	52,500 00		
138,884 92			3,000 00	3,000 00		
50,000 00			150,000 00	150,000 00		
1,192,672 58			101,000 00	100,000 00		
			10,000 00	10,000 00.		
5,181 81						
880,000 00		300,000 00				60,000 00
					300,000 00	90,000 00
			80,000 00	77,996 39		
13,920 00						
38,564 00			75,000 00	75,000 00		
70,000 00						
375,282 00			988,000 00	969,561 44		
			25,000 00	25,000 00		
99,200 00			10,000 00	10,000 00		
180,000 00						
278,000 00			93,500 00	93,500 00		
19,149 39						
173,650 00						
44,800 00			27,685 00	27,685 00		
679,197 45			250,000 00	250,000 00		
183,510 40			36,000 00	36,000 00		
107,500 00			13,000 00	13,000 00		
179,073 00						
68,000 00						
			966,000 00	966,000 00		
18,740 00	26,000 00		113,000 00	113,000 00		

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

Number.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
	Grand Trunk—*Con.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
96	Grand Trunk, Georgian Bay & Lake Erie				Ontario	336,000 00
97	Grand Junction, Belleville & N. Hastings	21,888 09	21,888 00		"	224,660 00
98	Owen Sound Branch	39,744 00	39,744 00		"	
99	Hamilton & North Western				Ontario	565,020 00
100	London, Huron & Bruce				"	178,630 00
101	Midland, Ontario				"	168,350 00
102	Montreal & Champlain Jct	103,600 00	103,600 00		Quebec	150,000 00
103	Northern				Ontario	196,188 00
104	North Simcoe				"	83,300 00
105	Northern Pacific Junction	1,320,000 00	1,320,000 00			
106	South Norfolk	54,400 00	54,400 00		Ontario	
107	Toronto Belt Line					
108	Toronto & Nipissing				Ontario	105,212 00
109	Lake Simcoe Junction				"	53,000 00
110	Victoria				"	312,000 00
111	Waterloo Junction	32,800 00	32,800 00		"	
112	Wellington, Grey & Bruce				"	241,276 00
113	Whitby, Port Perry & Lindsay				"	94,957 59
114	Grand Trunk—Canada Atlantic division	282,355 20	282,355 20		Ontario Quebec	270,000 00 200,000 00
115	Ottawa, Arnprior & Parry Sound	932,512 00	932,512 00		Ontario	577,326 06
116	Central Counties				"	
117	Pembroke Southern	64,000 00	64,000 00		"	55,500 00
118	*Grand Trunk Pacific	‡4,994,416 66 1,269,299 20	‡4,994,416 66 1,269,299 20	10,000,000 00	"	376,320 00
119	Gulf Shore	53,699 20	53,699 20		New Brunswick	41,950 00
120	*Ha Ha Bay	148,148 20	148,148 20			
121	Halifax & South Western, including	819,874 93	819,874 93		Nova Scotia	3,899,605 00
122	Central of N.S. & N.S. Southern	653,776 00	653,776 00		" "	
123	Halifax & Yarmouth	160,000 00	160,000 00		" "	156,499 33
124	Middleton and Victoria Beach	125,760 00	125,760 00		" "	96,000 00
125	Hereford	170,560 00	170,560 00		Quebec	103,000 00
126	Inverness Ry. & Coal Co	627,600 00	368,545 97		Nova Scotia	272,000 00
127	International of New Brunswick	726,080 00	725,288 07		New Brunswick	275,000 00
128	Irondale, Bancroft & Ottawa	144,000 00	144,000 00		Ontario	315,000 00
129	Kaslo & Slocan	(nil)				
130	Kent Northern, and	†58,334 27	†58,334 27		New Brunswick	135,000 00
131	St. Louis & Richibucto (abandoned)	22,400 00	22,400 00		New Brunswick	21,000 00
132	Kettle Valley	353,709 92	353,709 92		Brit. Columbia	675,000 00
133	Kingston & Pembroke (C.P.R.)	48,000 00	48,000 00		Ontario	456,493 00
134	Klondike Mines	197,184 00	197,184 00			
135	L'Assomption (abandoned)	11,200 00	11,200 00			
136	Lake Erie & Detroit River,	571,851 00	571,851 00		Ontario	83,000 00
137	and London & Port Stanley					
138	Liverpool & Milton (Halifax & South Western)	32,000 00	32,000 00			

*Under construction. † Includes used iron rails. ‡ Paid under the "Implement Clause" by

by Governments and Municipalities, to June 30, 1913—*Continued.*

Governments.			By Municipalities.			
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
336,000 00			929,000 00	929,000 00		
224,660 00			213,000 00	213,000 00		50,000 00
			85,500 00	85,500 00		
565,020 00			599,805 00	599,805 00		
178,630 00			311,500 00	311,500 00		
168,350 00			144,870 85	144,870 85		
150,000 00			21,774 00	21,774 00		
196,188 00			241,980 00	241,980 00		390,000 00
83,300 00						
			65,000 00	65,000 00		
105,212 00			376,702 59	376,702 59		
53,000 00			100,000 00	100,000 00		
312,000 00			186,000 00	186,000 00		
			47,000 00	47,000 00		
241,276 00			682,000 00	682,000 00		
94,957 59			222,094 93	222,094 93		
270,000 00			154,392 00	152,900 00		32,000 00
200,000 00						
577,326 06						
			24,000 00	24,000 00		
55,500 00			20,000 00	20,000 00		
376,320 00			350,000 00	350,000 00		
41,950 00						
3,899,605 00						
			88,874 17	88,874 17		
156,499 33			15,338 93	15,338 93		
84,226 36						
233,000 00			100,000 00	50,000 00		
275,000 00			5,000 00	5,000 00		
135,000 00						
135,000 00						
21,000 00						
200,000 00						
456,493 00			509,320 00	509,320 00		
83,000 00			356,500 00	356,500 00		
					1,332,854 00	414,000 00

Dominion Government.

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

Number.	Name of Railway.	By Dominion Government			By Provincial.	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
139	Lotbinière & Megantic	96,000 00	96,000 00		Quebec	126,994 00
140	Manitoba Great Northern (nil)					
141	Maganetawan River	3,552 00	3,552 00		Ontario	10,000 00
142	Maritime Coal, Ry. & Power Co.	40,700 00	40,700 00		Nova Scotia	39,788 00
143	Massawippi Valley	5,376 00	5,376 00		Quebec	5,000 00
144	Midland of Manitoba...(nil)					
145	Minudie Coal & Ry. Co.	18,544 00	18,544 00			
146	Montreal & Atlantic, and,				Quebec	444,000 00
147	Lake Champlain & St. Lawrence Jct.				"	250,280 00
148	Montreal & Province Line	58,560 00	58,560 00		Quebec	231,122 00
149	Montreal & Vermont Junction (nil)					
150	Moncton & Buctouche	102,400 00	101,600 00		New Brunswick	96,000 00
151	Morrissey, Fernie & Michel (nil)					
152	Napierville Junction	173,440 00	173,440 00		Quebec	
153	Nelson & Ft. Sheppard (nil)					
154	New Brunswick Coal & Ry. Co.	190,400 00	190,400 00		New Brunswick	224,000 00
155	New Brunswick & P.E. Island	113,440 00	113,440 00		"	99,708 90
156	New Westminster Southern (nil)					
157	North Shore (N.B.)	27,616 00	27,616 00		New Brunswick	16,200 00
158	Nosbonsing & Nipissing(nil)					
159	*Northern New Brunswick & Seaboard	86,528 00	86,528 00			
160	Ottawa & New York	262,384 00	262,384 00		Ontario	35,000 00
161	Philipsburg Ry. & Quarry Co.	23,712 00	23,712 00		Quebec	25,667 00
162	Pontiac & Renfrew	13,600 00	13,600 00		Quebec	17,433 60
163	*Quebec Bridge & Ry. Co.	374,353 33	374,353 33		Quebec	250,000 00
164	Quebec Ry., Light & Power Co.	96,000 00	96,000 00		Quebec	306,945 50
165	Quebec Central	541,877 30	541,877 30		"	1,076,123 14
166	Quebec Oriental	828,435 84	828,435 84		"	1,596,390 00
167	Quebec & Lake St. John	1,454,695 00	1,261,463 50		"	2,533,000 00
168	*Quebec & Saguenay	132,633 60	132,633 60			
169	Quebec, Montreal & Southern, including	500,386 25	500,386 25		Quebec	210,000 00
170	United Counties, East Richelieu Valley	69,952 00	69,952 00		"	115,215 00
171	South Shore	296,998 38	296,998 38		"	276,645 00
172	Red Mountain (nil)					
173	Rutland & Noyan (nil)					
174	*Southampton (N.B.)	48,442 88	48,442 88			
175	Salisbury & Albert	†29,665 45	†29,391 01		New Brunswick	455,000 00
176	Schomberg & Aurora	48,000 00	46,144 00			
177	Stanstead, Shefford and Chambly (nil)					
178	St. Clair Tunnel	375,000 00	375,000 00			
179	St. Lawrence & Adirondack	149,481 60	149,481 60		Quebec	70,400 00
180	*St. John and Quebec	174,120 96	174,120 96			
181	St. Martins	†83,612 54	†83,612 54		New Brunswick	145,600 00
182	St.Maurice Valley(C.P.R.)	173,120 00	173,120 00			
183	Sydney & Louisburg (Dom. Coal Co.)	89,600 00	87,808 00		Nova Scotia	87,808 00
184	*Thessalon & Northern Ontario	6,112 00	6,112 00			

*Under construction. (†) Includes used iron rails.

by Governments and Municipalities, to June 30, 1913—*Continued.*

Governments.			By Municipalities.			
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts	$ cts.	$ cts.	$ cts	$ cts.	$ cts.
126,994 00						
10,000 00						
39,788 00						
5,000 00						65,000 00
315,891 89						528,000 00
250,280 00			51,000 00	36,000 00		
231,122 00			25,000 00	25,000 00		
94,500 00						
			10,000 00	10,000 00		
224,000 00						
99,708 90						
16,200 00						
35,000 00			85,000 00	85,000 00		
25,667 00						
17,433 60						
250,000 00			300,000 00	290,817 46		
306,945 50						
1,076,123 14			103,600 00	103,000 00		
947,199 25			50,500 00	9,000 00		
2,368,816 88			12,000 00	12,000 00		450,000 00
207,565 00						
115,215 00						
276,645 00			25,000 00	25,000 00		
455,000 00			70,000 00	70,000 00		
70,400 00						
145,600 00						
82,000 00						

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

Number.	Name of Railway	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
185	Temiskaming & Northern Ontario (Ontario Gov. Ry.)					
186	Temiscouata	645,950 00	645,950 00		Quebec	362,250 00
					New Brunswick	66,000 00
187	Thousand Islands	61,200 00	29,840 00		Ontario	
188	Toronto, Hamilton & Buffalo	57,600 00	57,600 00		"	
189	Vancouver, Victoria and Eastern (nil)					
190	Victoria & Sidney				Brit. Columbia	124,135 00
191	Victoria Terminal Ry. & Ferry Co. (nil)					
192	Wellington Colliery Co. (nil)					
193	York & Carleton	32,896 00	32,896 00		New Brunswick	25,247 00
	Totals	96,378,272 99	94,729,562 29	25,576,533 33		35,478,319 89

by Governments and Municipalities, to June 30, 1913—*Concluded.*

Governments.			By Municipalities.			
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
362,250 00			25,000 00	25,000 00		
66,000 00						
			10,000 00	10,000 00		
			268,000 00	265,500 00		
124,135 00			186,202 50	186,202 50		
25,247 00						
33,449,985 16	2,750,030 00	300,000 00	13,083,530 40	12,834,674 98	2,404,498 62	2,839,500 00

TABLE 6.—EARNINGS of Railways for the Year ending June 30, 1913.

1	3	4	A	5	6	7
Name of Railway.	EARNINGS.					NET EARNINGS.
	Passenger.	Freight.	Other Earnings from Operation.	Total Gross, including other Earnings from Operation. Cols. 3 + 4 + A.	Operating Expenses.	1913. Cols. 5-6.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1 Algoma Central & Hudson Bay	49,718 97	287,511 17	201,350 84	538,580 98	332,530 31	206,050 67
2 Atlantic, Quebec & Western	24,009 49	17,859 82	37 66	41,906 97	90,431 01	−48,524 04
3 Algoma Eastern	3,497 05	118,660 22	6,842 47	128,999 74	73,665 62	55,334 12
4 Bay of Quinté	46,993 01	200,092 58	10,185 99	257,271 58	221,051 27	36,220 31
5 Bedlington & Nelson	323 07	1,821 10	1 99	2,146 16	8,235 56	−6,089 40
6 Brandon, Saskatchewan & Hudson Bay	31,146 04	44,787 85	202 33	76,136 22	117,712 80	−41,576 58
7 British Yukon	68,367 55	254,499 76	3,481 25	326,348 56	100,347 12	226,001 44
8 Brockville, Westport & North Western	38,582 15	37,758 32	106 80	76,447 27	51,149 54	25,297 73
9 Canada & Gulf Terminal	18,878 35	22,719 73	541 88	42,139 96	35,726 84	6,413 12
10 Canada Southern	3,475,158 68	7,472,737 27	48,598 50	10,996,494 45	5,678,012 28	5,318,482 17
11 Canadian Government Railways (Intercolonial)	4,037,531 68	8,206,110 00	105,654 38	12,349,296 06	12,510,311 73	−161,015 67
12 " " " (Prince Edward Island)	198,218 86	180,592 33	11,650 21	390,461 40	512,736 69	−122,275 29
13 Canadian Northern	4,358,829 75	18,568,177 95	1,350,470 77	24,277,478 47	17,151,462 19	7,126,016 28
14 " " Ontario	375,637 10	871,607 32	33,280 15	1,280,524 57	1,230,213 83	50,310 74
15 " " Quebec	404,776 34	1,160,487 21	34,283 27	1,599,546 82	1,385,347 14	214,199 68
16 Canadian Pacific	39,587,535 88	88,770,594 17	2,411,577 88	130,769,707 93	87,719,944 43	43,049,763 50
17 Cape Breton	5,950 64	4,743 09	589 44	11,283 17	21,390 84	−10,107 67
18 Caraquet	22,036 29	51,125 11	.....	73,161 40	64,742 50	8,418 90
19 Central Ontario	117,938 01	241,866 73	15,243 46	375,048 23	243,024 59	132,023 64
20 Crow's Nest Southern	24,315 12	202,456 56	Dr. 51 00	226,720 68	222,830 00	3,890 68
21 Cumberland	18,220 55	92,275 72	303 40	110,799 67	90,945 51	19,854 16
22 Dominion Atlantic	436,402 32	537,419 77	10,675 26	984,497 35	681,792 13	302,705 22
23 Eastern British Columbia	4,413 27	50,082 88	114 68	54,610 83	26,917 23	27,693 60
24 Elgin & Havelock	3,914 80	9,388 00	195 75	13,498 55	13,282 38	216 17
25 Essex Terminal	.....	45,846 43	1,837 30	47,683 73	27,881 30	19,802 43
26 Esquimalt & Nanaimo	363,076 86	549,133 61	19,681 55	931,892 02	593,714 35	338,177 67
27 Grand Trunk	13,522,284 55	26,437,660 39	464,452 09	40,424,397 03	27,957,173 45	12,467,223 58
28 Grand Trunk (Canada Atlantic)	547,998 81	1,788,234 10	46,026 04	2,382,258 95	2,276,550 41	105,708 54
29 Grand Trunk Pacific	1,604,527 10	6,410,792 56	146,885 20	8,162,204 86	7,275,493 84	886,711 02
30 Halifax & South Western	245,966 51	281,423 62	3,948 49	531,338 62	528,217 46	3,121 16
31 Hereford	21,338 75	67,422 18	995 81	89,756 74	124,515 82	−34,759 08
32 Inverness Railway & Coal Co	23,503 87	189,208 17	1,111 96	213,824 00	120,439 31	93,384 69
33 Irondale, Bancroft & Ottawa	9,627 75	20,213 79	543 22	30,384 76	23,967 97	6,416 79

34	International of New Brunswick	42,117 64	69,137 96	676 45	111,932 05	79,098 77	32,833 28
35	Kent Northern	9,121 44	12,862 46	.....	21,983 90	17,875 13	4,108 77
36	Kettle Valley	542 60	2,921 63	.....	3,464 23	3,816 49	−352 26
37	Kingston & Pembroke	41,144 22	96,713 16	Dr. 3,519 31	134,338 07	105,768 48	28,569 59
38	Klondike Mines	4 00	110,179 51	6 00	110,189 51	71,976 01	38,213 50
39	Lotbinière & Megantic	6,195 54	28,651 53	23 00	34,870 07	27,964 97	6,905 10
40	London & Port Stanley	38,334 08	107,421 97	815 18	146,571 23	164,293 23	−17,722 00
41	Maine Central	12,298 42	6,238 16	.....	18,536 58	16,233 49	2,303 09
42	Manitoba Great Northern	7,297 14	58,728 28	350 59	66,376 01	145,660 94	−79,284 93
43	Maritime Coal, Railway & Power Co	7,628 29	60,459 63	.....	68,087 92	40,058 87	28,029 05
44	Massawippi Valley	71,391 82	193,156 79	1,242 55	265,791 16	248,793 89	16,997 27
45	Moncton & Buctouche	12,113 62	18,014 48	677 59	30,805 69	23,732 15	7,073 54
46	Midland Railway Co. of Manitoba	205,196 18	245,670 63	16,684 13	467,550 94	349,998 55	117,552 39
47	Montreal & Atlantic	237,481 64	845,570 72	21,873 80	1,104,926 16	1,003,473 11	101,453 05
48	Montreal & Province Line	78,276 04	64,828 20	1,962 14	145,066 38	109,777 35	35,289 03
49	Montreal & Vermont Junction	67,478 44	61,225 33	104 68	128,808 45	83,238 94	45,569 51
50	Morrissy, Fernie & Michel	12,342 50	140,354 22	.....	152,696 72	133,714 32	18,982 40
51	Napierville Junction	6,422 11	94,650 93	123 42	101,196 46	42,101 83	59,094 63
52	Nelson & Fort Sheppard	29,116 42	50,666 79	2,939 93	82,723 14	107,807 76	−25,084 62
53	New Brunswick Coal & Railway Co	13,023 32	40,428 85	7,894 39	61,346 56	74,330 34	−12,983 78
54	New Brunswick & Prince Edward Island	12,717 93	30,636 29	40 55	43,394 77	36,154 38	7,240 39
55	New Westminster Southern	11,971 18	41,847 70	4,025 41	57,844 29	30,114 73	27,729 56
56	North Shore	395 61	1,571 95	.....	1,967 56	1,779 49	188 07
57	Ottawa & New York	88,350 83	124,364 78	5,504 58	218,220 19	190,933 27	27,286 92
58	Pere Marquette	193,632 08	2,486,154 93	9,688 47	2,689,475 48	1,692,960 01	996,515 47
59	Quebec Central	439,471 77	1,118,312 94	13,366 27	1,571,150 98	1,107,950 35	463,200 63
60	Quebec & Lake St. John	312,359 61	631,546 55	15,474 24	959,380 40	836,159 75	123,220 65
61	Quebec, Montreal & Southern	161,613 14	233,117 53	735 70	395,466 37	383,347 84	12,118 53
62	Quebec Oriental	49,077 42	52,571 66	38 50	101,687 58	94,370 91	7,316 67
63	Quebec Railway, Light & Power Co	13,062 85	68,037 75	978 97	82,079 57	64,957 85	17,121 72
64	Red Mountain	2,965 87	13,800 84	348 21	17,114 92	29,527 31	−12,412 39
65	Rutland & Noyan	9,100 78	5,443 41	.....	14,544 19	12,954 00	1,590 19
66	Salisbury & Albert	12,129 66	24,218 44	662 77	37,010 87	31,751 96	5,258 91
67	Schomberg & Aurora	6,045 78	7,216 51	22 12	13,284 41	15,522 98	−2,238 57
68	Stanstead, Shefford & Chambly	45,815 24	56,545 88	2,307 90	104,669 02	99,692 96	4,976 06
69	St. Clair tunnel	.....	347,821 50	.....	347,821 50	96,621 06	251,200 44
70	St. Lawrence & Adirondack	273,495 32	406,294 18	4,892 26	684,681 76	452,451 29	232,230 47
71	St. Martins	6,238 88	8,208 93	339 41	14,787 22	15,659 58	−872 36
72	Sydney & Louisburg	50,304 23	747,509 87	20,384 20	818,198 30	539,505 54	278,692 76
73	Temiscouata	63,741 72	181,595 02	5,433 13	250,769 87	178,448 73	72,321 14
74	Temiskaming & Northern Ontario	623,248 76	886,393 69	59,583 70	1,569,226 15	1,418,164 60	151,061 55
75	Thousand Islands	14,894 25	28,857 61	2,489 57	46,241 43	30,445 23	15,796 20
76	Toronto, Hamilton & Buffalo	448,555 38	1,358,199 46	19,492 40	1,826,247 24	980,964 48	845,282 76
77	Vancouver, Victoria & Eastern	282,340 52	687,375 13	24,899 21	994,614 86	929,579 23	65,035 63
78	Victoria Terminal Railway & Ferry Co	3,165 66	2,822 14	702 01	6,689 81	3,346 35	3,343 46
79	Victoria & Sidney, B.C	38,153 48	38,789 88	1,917 22	78,860 58	52,957 06	25,903 52
80	Wabash (in Canada)	674,012 59	1,913,755 09	5,336 03	2,593,103 71	2,236,200 94	356,902 77
81	Wellington Colliery	4,836 40	79,326 09	.....	84,162 49	84,162 49	.....
82	York & Carleton	2,052 55	3,846 29	.....	5,898 84	3,533 89	2,364 95
	Final Total	74,431,994 15	177,089,372 78	5,181,336 39	256,702,703 32	182,011,690 33	74,691,012 99

Number	1	2	3	4	5	A	6	7	8
		REVENUE FROM TRANSPORTATION.							
	Name of Railway.	Passenger Revenue.	Revenue. per Passenger per mile.	Mail.	Express.	Excess Baggage, Parlour and Chair Car Revenue and other items	Total Passenger Service. Train Revenue.	Passenger Earnings per Train Mile.	Proportion to Total Earnings. 100 + Col. 6. / Col. 16.
		$ cts.	Cents.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	p. c.
1	Algoma Central and Hudson Bay	48,735 77	3·028		967 92	15 28	49,718 97	·63188	9·23
2	Atlantic, Quebec and Western	23,480 38	2·908		468 80	60 31	24,009 49	·39153	57·29
3	Algoma Eastern	3,497 05	3·660				3,497 05	·26033	2·71
4	Bay of Quinte	37,422 83	2·421	6,482 26	2,901 75	186 17	46,993 01	·24587	18·26
5	Bedlington and Nelson	311 48	3·456			11 59	323 07	·18642	15·05
6	Brandon, Saskatchewan and Hudson Bay	25,830 43	2·701	2,362 88	2,670 80	281 93	31,146 04	·71196	40·90
7	British Yukon	58,595 41	8·686	3,747 70	3,168 64	2,855 80	68,367 55	1·09159	20·94
8	Brockville, Westport and North Western	32,963 30	1·568	3,324 92	1,712 23	581·70	38,582 15	·67474	50·47
9	Canada and Gulf Terminal	17,798 00	3·094		550 00	530 35	18,878 35	·77803	44·79
11	Canada Southern	2,781,571 05	2·262	137,560 13	491,384 68	64,642 82	3,475,158 68	1·77248	31·62
11	Canadian Govt. Rys. (Intercolonial)	3,355,292 77	1·617	210,620 06	276,072 50	195,516 35	4,037,531 68	1·17165	32·69
12	" " (P. E. Island)	167,064 80	1·706	23,193 45	3,112 53	4,848 08	198,218 86	·55174	50·76
13	Canadian Northern	3,590,313 39	2·283	132,376 46	499,794 11	136,345 79	4,358,829 75	1·27417	17·95
14	" " Ontario	320,302 55	1·929	357 38	36,759 68	18,217 49	375,637 10	·70855	29·34
15	" " Quebec	364,685 54	1·754	4,920 94	23,809 85	11,360 01	404,776 34	·92842	25·30
16	Canadian Pacific	34,995,155 67	1·983	908,187 47	3,071,252 76	612,939 98	39,587,535 88	1·63438	30·27
17	Cape Breton	5,549 80	2·865		339 34	61 50	5,950 64	·30373	52·74
18	Caraquet	18,697 25	2·624	3,227 60	51 44	60 00	22,036 29	·44397	30·12
19	Central Ontario	103,637 16	2·606	6,445 75	7,629 97	225 16	117,938 04	·51022	31·44
20	Crow's Nest Southern	20,711 69	3·714	1,293 93	2,075 73	233 77	24,315 12	·53260	10·72
21	Cumberland	14,123 84	3·000	1,072 28	2,484 43	540 00	18,220 55	·63200	16·44
22	Dominion Atlantic	384,593 93	2·101	13,537 16	23,134 86	15,136 37	436,402 32	·87124	44·32
23	Eastern British Columbia	4,171 60	5·446	241 67			4,413 27	·57780	8·08
24	Elgin and Havelock	3,058 12	1·021	676 08	180 60		3,914 80	·22687	29·00
25	Essex Terminal								
26	Esquimalt and Nanaimo	335,147 55	3·102	9,183 65	11,673 11	7,072 55	363,076 86	2·58241	38·96
27	Grand Trunk	11,406,006 78	1·821	368,174 18	1,388,761 98	359,341 61	13,522,284 55	1·52624	33·45
28	Grand Trunk (Canada Atlantic)	477,156 35	2·357	24,746 08	31,374 12	14,721 96	547,998 81	·69139	23·00
29	Grand Trunk Pacific	1,400,703 88	2·122	54,312 10	149,511 12		1,604,527 10	1·02569	19·65
30	Halifax and South Western	206,647 55	2·710	6,687 22	27,458 14	5,173 60	245,966 51	·68811	46·29
31	Hereford	17,804 19	2·234	2,684 72	657 50	192 34	21,338 75	·31925	23·78
32	Inverness Railway and Coal Co	22,264 49	2·662		558 22	681 16	23,503 87	·54524	10·99

33	Irondale, Bancroft and Ottawa	8,246 08	2·755	1,014 16	367 51	.....	9,627 75	·27523	31·68
34	International of New Brunswick	40,176 06	2·784	1,427 72	164 72	349 14	42,117 64	·40651	37·72
35	Kent Northern	7,775 34	4·320	676 08	670 02	.....	9,121 44	·53967	41·48
36	Kettle Valley	512 60	3·868	.....	.....	.....	542 60	·23591	15·67
37	Kingston and Pembroke	34,602 29	2·034	3,633 68	2,521 85	386 40	41,144 22	·51216	30·62
38	Klondike Mines	4 00	.....	.....	.....	.....	4 00	.....	.....
39	Lotbinière and Megantic	4,639 64	2·509	1,505 90	.....	.....	6,195 54	·32990	17·77
40	London and Port Stanley	31,174 30	1·321	1,557 81	5,079 05	522 92	38,334 08	·47910	26·15
41	Maine Central	11,431 33	1·796	194 52	625 75	46 82	12,298 42	1·18197	66·34
42	Manitoba Great Northern	6,334 50	2·808	391 54	500 18	70 92	7,297 14	·22279	10·99
43	Maritime Coal Railway and Power Co	6,687 60	3·205	300 48	524 21	116 00	7,628 29	·49949	11·20
44	Massawippi Valley	66,346 34	2·356	3,359 39	999 96	686 13	71,391 82	·72612	26·86
45	Moncton and Buctouche	11,147 86	2·086	801 28	62 14	102 34	12,113 62	·52146	39·32
46	Midland Railway Company of Manitoba	177,769 54	2·195	6,257 28	18,998 31	2,171 05	205,196 18	1·76680	43·88
47	Montreal and Atlantic	205,461 97	2·346	12,131 60	15,486 44	4,401 63	237,481 64	·77673	21·49
48	Montreal and Province Line	69,871 68	1·908	2,456 97	4,611 77	1,335 62	78,276 04	1·08863	53·95
49	Montreal and Vermont Junction	58,615 58	2·325	2,530 00	5,682 40	650 46	67,478 44	1·02081	52·38
50	Morrissey, Fernie and Michel	12,342 50	1·343	.....	.....	.....	12,342 50	·29651	7·73
51	Napierville Junction	5,674 50	2·598	.....	727 04	20 57	6,422 11	·37996	6·34
52	Nelson and Fort Sheppard	23,660 92	3·461	1,497 60	3,544 66	413 24	29,116 42	·77520	35·19
53	New Brunswick Coal and Railway Co	11,352 85	2·661	1,180 09	490 38	.....	13,023 32	·22793	21·22
54	New Brunswick and Prince Edward Island	10,628 94	1·766	1,790 44	298 55	.....	12,717 93	·50770	29·30
55	New Westminster Southern	8,275 45	3·465	3,107 13	496 74	91 86	11,971 18	·57776	20·69
56	North Shore	395 61	2·959	.....	.....	.....	395 61	·08242	20·12
57	Ottawa and New York	78,562 43	2·076	4,259 33	4,624 88	904 19	88,350 83	1·10797	40·48
58	Père Marquette	148,627 42	1·984	8,326 85	33,832 95	2,844 86	193,632 08	·70802	7·20
64	Quebec Central	382,938 88	2·108	19,650 89	23,071 80	13,810 29	439,471 77	·89941	27 97
65	Quebec and Lake St. John	267,616 76	1·964	13,612 92	20,560 34	10,539 59	312,359 61	1·27094	32·55
66	Quebec, Montreal and Southern	145,831 85	2·431	4,783 74	8,975 26	2,022 29	161,613 14	·76158	40·86
59	Quebec Oriental	43,752 63	2·456	3,560 40	1,662 14	102 25	49,077 42	·77776	48·26
60	Quebec Railway, Light and Power Co	13,062 85	·943	.....	.....	.....	13,062 85	1·97264	15·91
61	Red Mountain	2,130 69	3·262	292 00	513 84	29 34	2,965 87	·45143	17·32
62	Rutland and Noyan	8,740 73	2·003	87 64	272 41	.....	9,100 78	1·67263	62·57
63	Salisbury and Albert	9,331 75	2·618	2,246 40	378 15	173 36	12,129 66	·38412	32·77
67	Schomberg and Aurora	6,045 78	3·011	.....	.....	.....	6,045 78	·26062	45·51
68	Stanstead, Shefford and Chambly	35,135 93	2·687	1,946 65	7,891 72	840 94	45,815 24	·74630	43·77
69	St. Clair Tunnel	.....	.....	.....	.....	.....	.....	.....	.....
70	St. Lawrence and Adirondack	245,702 29	1·640	4,108 68	8,543 60	15,140 75	273,495 32	1·27893	39·94
71	St. Martins	5,182 76	2·539	984 30	71 82	.....	6,238 88	·35368	42·19
72	Sydney and Louisburg	47,591 88	2·692	990 60	863 90	857 85	50,304 23	1·17657	6·14
73	Temiscouata	55,045 67	2·379	5,653 92	1,819 45	1,222 68	63,741 72	·44178	25·41
74	Temiskaming and Northern Ontario	551,930 75	2·426	21,148 24	40,751 59	9,418 18	623,248 76	1·24723	39·71
75	Thousand Islands	10,171 72	3·292	730 00	3,975 48	17 05	14,894 25	·45682	32·20
76	Toronto, Hamilton and Buffalo	404,642 56	2·123	3,993 88	35,498 35	4,420 59	448,555 38	1·48028	24·56
77	Vancouver, Victoria and Eastern	236,447 76	2·880	5,141 88	32,439 64	8,311 24	282,340 52	1·19080	28·38
78	Victoria Terminal Railway and Ferry Co	3,138 38	2·666	27 28	.....	.....	3,165 66	2·34072	47·32
79	Victoria and Sidney, B.C	37,725 12	2·799	428 36	.....	.....	38,153 48	1·76775	48·38
80	Wabash (in Canada)	639,330 67	1·787	1,326 61	27,844 57	5,510 74	674,012 59	·92132	25·99
81	Wellington Colliery	4,476 40	4·878	360 00	.....	.....	4,836 40	·16121	5·74
82	York and Carleton	1,734 25	2·817	20 00	298 30	.....	2,052 55	·23375	34·80
	Total	64,441,429 99	.....	2,074,910 22	6,376,258 98	1,539,394 96	74,431,994 15	.....	28·99

Number	Name of Railway.	Revenue from Transportation.						Revenue from Operations other than Transportation.		Summary of Revenues	
		Freight Revenue.	Revenue per Ton per Mile.	Switching Revenue, Special Serv. Train Rev. and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 100 Col. 9 + B / Col. 16.	Total Revenue from Transportation.	Station and Train Privileges. Storage and Car Service.	Telegraph, Rents and other Sources.	Total Operating Revenues. Cols. 13 + 14 + 15.	Total Earnings per Train Mile.
		$ cts.	Cents.	$ cts.	$	p. c.	$ cts.	$ cts.	$ cts.	$ cts.	$
1	Algoma Central and Hudson Bay	170,952 87	1·039	116,558 30	4·02147	53·38	337,230 14	151,993 00	49,357 84	538,580 98	3·75621
2	Atlantic, Quebec and Western	17,859 82	2·888	.....	·80003	42·61	41,869 31	37 66	.....	41,906 97	·50101
3	Algoma Eastern	117,202 72	2·146	1,457 50	4·94656	91·49	122,157 27	1,397 15	5,445 32	128,999 74	5·22817
4	Bay of Quinte	199,550 74	1·817	541 84	·84324	77·77	247,085 59	1,081 87	9,104 12	257,271 58	1·08422
5	Bedlington and Nelson	1,821 10	12·292	.....	1·04661	84·85	2,144 17	.....	1 99	2,146 16	1·22358
6	Brandon, Saskatchewan & Hud. Bay	40,057 53	1·225	4,730 32	1·83934	58·82	75,933 89	196 60	5 73	76,136 22	1·11771
7	British Yukon	254,499 76	4·581	.....	3·36200	77·98	322,867 31	Dr. 115 88	3,597 13	326,348 56	4·17726
8	Brockville, Westport & N. Western	37,727 28	2·751	31 04	1·29044	49·39	76,340 47	76 80	30 00	76,447 27	1·29715
9	Canada and Gulf Terminal	22,719 73	5·472	.....	·93635	53·91	41,598 08	168 12	373 76	42,139 96	1·73672
10	Canada Southern	7,416,023 97	·596	56,713 30	3·61895	67·94	10,947,895 95	25,312 15	23,286 35	10,996,494 45	2·83765
11	Canadian Govt. Rys.—Intercolonial	8,128,157 30	·570	77,952 70	1·56325	66·45	12,243,641 68	62,751 18	42,903 20	12,349,296 06	1·48038
12	" " P. E. Island	180,592 33	3·937	.....	·84946	46·25	378,811 19	753 22	10,896 99	390,461 40	1·07328
13	Canadian Northern	18,261,130 13	·771	307,047 82	2·83346	76·48	22,927,007 70	104,727 55	1,245,743 22	24,277,478 47	2·63532
14	" " Ontario	858,324 79	·833	13,282 53	1·78721	68·06	1,247,244 42	2,724 22	30,555 93	1,280,524 57	1·40242
15	" " Quebec	1,021,738 36	1·114	138,748 85	2·45684	72·55	1,565,263 55	23,746 34	10,536 93	1,599,546 82	2·09220
16	Canadian Pacific	88,101,523 23	·784	669,070 94	3·00925	67·88	128,358,130 05	786,620 05	1,624,957 83	130,769,707 93	2·51994
17	Cape Breton	4,743 09	5·260	.....	·24209	42·03	10,693 73	589 44	.....	11,283 17	·57590
18	Caraquet	51,125 11	3·656	.....	1·03002	69·88	73,161 40	.....	.....	73,161 40	1·47398
19	Central Ontario	241,206 73	2·353	660 00	1·77256	64·48	359,804 77	1,072 00	14,171 46	375,048 23	1·17673
20	Crow's Nest Southern	201,841 28	1·397	615 28	3·56444	89·29	226,771 68	345 06	Dr. 396 06	226,720 68	2·21068
21	Cumberland	92,275 72	1·700	.....	1·89000	83·28	110,496 27	.....	303 40	110,799 67	2·27700
22	Dominion Atlantic	536,392 97	2·647	1,026 80	1·75305	54·58	973,822 09	1,513 68	9,161 58	984,497 35	1·60861
23	Eastern British Columbia	49,856 88	3·251	226 00	6·47567	91·70	54,496 15	31 50	83 18	54,610 83	6·98884
24	Elgin and Havelock	9,388 00	3·041	.....	·54404	69·54	13,302 80	.....	195 75	13,498 55	·78225
25	Essex Terminal	43,689 87	5·398	2,156 56	2·19361	96·14	45,846 43	611 00	1,226 30	47,683 73	2·28152
26	Esquimalt and Nanaimo	541,357 41	3·080	7,776 20	3·87218	58·92	912,210 47	8,131 85	11,549 70	931,892 02	3·38163
27	Grand Trunk	25,886,171 42	·689	551,488 97	2·23844	65·40	39,959,944 94	249,043 21	215,408 88	40,424,397 03	1·99910
28	Grand Trunk (Canada Atlantic)	1,666,333 24	·686	121,900 86	1·74455	75·06	2,336,232 91	14,133 79	31,892 25	2,382,258 95	1·40676
29	Grand Trunk Pacific	6,325,367 17	·775	85,425 39	2·54605	78·54	8,015,319 66	24,630 76	122,254 44	8,162,204 86	2·18059
30	Halifax and South Western	275,056 11	1·715	6,367 51	·88393	52·98	527,390 13	1,407 22	2,541 27	531,338 62	1·29160
31	Hereford	67,397 68	2·037	24 50	1·25748	75·11	88,760 93	147 06	848 75	89,756 74	1·02886
32	Inverness Railway and Coal Co	189,196 67	1·064	11 50	1·69751	88·48	212,712 04	207 89	901 07	213,824 00	1·91835

33	Irondale, Bancroft and Ottawa	19,893 29	3·174	320 50	·57787	66·52	29,841 54	.....	543 22	30,384 76	·86863
34	International of New Brunswick	67,331 86	1·579	1,806 10	1·26849	61·76	111,255 60	375 81	300 64	111,932 05	·90237
35	Kent Northern	12,862 46	5·572	.....	·76100	58·52	21,983 90	.....	.....	21,983 90	1·30070
36	Kettle Valley	2,271 67	6·669	649 96	1·27027	84·33	3,464 23	.....	.....	3,464 23	1·50184
37	Kingston and Pembroke	85,171 30	2·039	11,541 86	1·97818	71·99	137,857 38	Dr. 5,188 78	1,669 47	134,338 07	1·64747
38	Klondike Mines	110,179 51	22·232	.....	7·76678	99·99	110,183 51	.....	6 00	110,189 51	7·76748
39	Lotbinière and Megantic	28,651 53	4·077	.....	1·52564	82·16	34,847 07	.....	23 00	34,870 07	1·83913
40	London and Port Stanley	99,003 36	1·003	8,418 61	1·72629	73·29	145,756 05	375 59	439 59	146,571 23	1·15193
41	Maine Central	6,238 16	·647	.....	·57452	33·66	18,536 58	.....	.....	18,536 58	1·26850
42	Manitoba Great Northern	58,176 51	1·105	551 77	1·14513	88·47	66,025 42	205 95	144 64	66,376 01	1·55258
43	Maritime Coal Railway & Power Co.	60,459 63	2·678	.....	2·29413	88·80	68,087 92	.....	.....	68,087 92	2·58359
44	Massawippi Valley	190,846 50	·833	2,310 29	1·73863	72·67	264,548 61	524 39	718 16	265,791 16	1·26920
45	Moncton and Buctouche	18,014 48	3·836	.....	·77541	58·47	30,128 10	.....	677 59	30,805 69	1·32600
46	Midland Railway Co. of Manitoba	240,663 41	1·484	5,007 22	3·76974	52·54	450,866 81	3,797 10	12,887 03	467,550 94	2·57680
47	Montreal and Atlantic	837,316 09	1·176	8,254 63	1·72049	76·52	1,083,052 36	5,854 27	16,019 53	1,104,926 16	1·65811
48	Montreal and Province Line	64,778 23	2·460	49 97	1·51347	44·68	143,104 24	416 10	1,546 04	145,066 38	1·45948
49	Montreal and Vermont Junction	60,893 49	·706	331 84	1·72953	47·53	128,703 77	69 48	35 20	128,808 45	1·26844
50	Morrissey, Fernie and Michel	131,052 92	2·522	9,301 30	3·37179	92·27	152,696 72	.....	.....	152,696 72	3·66830
51	Napierville Junction	94,647 93	·816	3 00	2·91754	93·53	101,073 04	123 42	.....	101,196 46	3·11930
52	Nelson and Fort Sheppard	50,636 79	3·942	30 00	2·60310	61·24	79,783 21	320 15	2,619 78	82,723 14	1·45067
53	New Brunswick Coal & Railway Co.	40,428 85	1·360	.....	·70756	65·90	53,452 17	.....	7,894 39	61,346 56	1·07366
54	New Brunswick and P. E. Island	30,636 29	3·894	.....	·59143	70·52	43,354 22	.....	40 55	43,394 77	·76385
55	New Westminster Southern	41,291 85	4·916	555 85	2·01967	72·34	53,818 88	143 08	3,882 33	57,844 29	2·79171
56	North Shore	1,571 95	5·000	.....	·32749	79·88	1,967 56	.....	.....	1,967 56	·49990
57	Ottawa and New York	124,318 74	·854	46 04	1·68694	56·99	212,715 61	1,700 28	3,804 30	218,220 19	1·42177
58	Père Marquette	2,451,840 65	·550	34,314 28	2·83891	90·58	2,679,787 01	4,882 51	4,805 96	2,689,475 48	2·36702
59	Quebec Central	1,118,312 94	1·253	.....	3·36542	71·17	1,557,784 71	5,216 33	8,149 94	1,571,150 98	1·83082
60	Quebec and Lake St. John	630,629 73	1·332	916 82	1·75897	65·82	943,906 16	10,948 48	4,525 76	959,380 40	1·71655
61	Quebec, Montreal and Southern	231,131 14	1·178	1,986 39	1·59227	58·94	394,730 67	983 79	Dr. 248 09	395,466 37	1·44745
62	Quebec Oriental	52,571 66	1·809	.....	·92244	51·69	101,649 08	38 50	.....	101,687 58	·84674
63	Quebec Railway, Light & Power Co.	66,089 80	3·962	1,947 95	2·81334	82·89	81,100 60	843 00	135 97	82,079 57	2·66445
64	Red Mountain	11,562 84	5·872	2,238 00	1·56614	80·63	16,766 71	76 40	271 81	17,114 92	1·94223
65	Rutland and Noyan	5,443 41	·476	.....	2·25400	37·43	14,544 19	.....	.....	14,544 19	1·85135
66	Salisbury and Albert	24,218 44	2·374	.....	·76694	65·43	36,348 10	.....	662 77	37,010 87	1·17204
67	Schomberg and Aurora	7,216 51	6·643	.....	·31109	54·32	13,262 29	.....	22 12	13,284 41	·57267
68	Stanstead, Shefford and Chambly	55,816 26	2·624	729 62	1·39141	54 02	102,361 12	2,197 35	110 55	104,669 02	1·23040
69	St. Clair Tunnel	347,821 50	.....	.....	.....	100·00	347,821 50	.....	.....	347,821 50	.....
70	St. Lawrence and Adirondack	405,814 61	1·041	479 57	3·15941	59·34	679,789 50	4,870 40	21 86	684,681 76	1·99939
71	St. Martins	8,208 93	4·434	.....	·46536	55·51	14,447 81	48 00	291 41	14,787 22	·82828
72	Sydney and Louisburg	716,625 28	1·033	30,884 59	2·91031	91·36	797,814 10	4,756 89	15,627 31	818,198 30	2·92552
73	Temiscouata	181,159 26	2·227	435 76	2·18373	72·41	245,336 74	2,733 75	2,699 38	250,769 87	1·59756
74	Temiskaming and Northern Ontario	871,802 24	1·161	14,591 45	1·92541	56·48	1,509,642 45	17,543 31	42,040 39	1,569,226 15	1·77868
75	Thousand Islands	28,857 61	10·508	.....	·88509	62·40	43,751 86	15 74	2,473 83	46,241 43	1·41827
76	Toronto, Hamilton and Buffalo	1,271,882 92	1·169	86,316 54	7·36978	74·37	1,806,754 84	17,999 32	1,493 08	1,826,247 24	3·71386
77	Vancouver, Victoria and Eastern	676,447 56	1·621	10,927 57	3·44915	69·11	969,715 65	13,742 86	11,156 35	994,614 86	2·89732
78	Victoria Terminal Ry. & Ferry Co.	2,804 64	6·478	17 50	4·26799	42·18	5,987 80	702 01	.....	6,689 81	3·36679
79	Victoria and Sidney, B.C.	38,642 88	6·229	147 00	3·61542	49·18	76,943 36	1,892 22	25 00	78,860 58	2·47227
80	Wabash (in Canada)	1,907,949 28	·435	5,805 81	2·08235	73·80	2,587,767 68	5,178 78	157 25	2,593,103 71	1·58227
81	Wellington Colliery	79,326 09	2·691	.....	2·64402	94·26	84,162 49	.....	.....	84,162 49	2·80541
82	York and Carleton	3,846 29	2·954	.....	·44740	65·20	5,898 84	.....	.....	5,898 84	·68615
	Total	174,684,640 28	.....	2,404,732 50	.....	68·98	251,521,366 93	1,566,720 97	3,614,615 42	256,702,703 32	.....

Table 8.—Summary of Operating Expenses for the Year ending June 30, 1913.

	1	2	3	4	5	6	7	8	9	10
	Name of Railway.	Maintenance of Way and Structures.								
		Superintendence.	Ballast.	Ties.	Rails.	Other Track Material.	Roadway and Track.	Removal of Snow, Sand, and Ice.	Tunnels.	Bridges, Trestles and Culverts.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay	4,604·89	323·31	6,177·04	Cr. 197·92	1,246·30	51,690·31	10,601·76		17,186·54
2	Atlantic, Quebec & Western	678·03				124·31	20,403·96	5,040·09	89·05	536·00
3	Algoma Eastern	2,553·41		1,882·18	Cr. 4·66	119·62	15,470·99	1,332·70		261·19
4	Bay of Quinte	1,434·31	Cr. 37·60	8,785·52	1·60	645·98	25,277·50	1,441·92		87·71
5	Bedlington & Nelson	1,719·73		787·23	Cr. 38·25	18·04	1,818·40	201·61		214·25
6	Brandon, Saskatchewan & Hudson Bay	3,892·84	4·85	7,041·85	Cr. 82·23	791·85	20,017·61	8,271·32		1,441·50
7	British Yukon	17·28		260·85	Cr. 1·24	471·27	9,302·57	7,311·34		746·44
8	Brockville, Westport & North Western	600·00	56·63	6,638·90		455·09	5,268·56	482·60		1,709·64
9	Canada and Gulf Terminal	547·24				148·68	5,267·53	328·78		31·90
10	Canada Southern	43,461·30	23,019·08	194,044·90	39,948·01	43,105·48	320,246·32	8,577·23		90,921·86
11	Canadian Government Ry. (Intercolonial)	84,028·07	73,977·63	269,339·53	183,176·79	112,055·32	768,431·67	94,882·92		80,722·68
12	" " (P. E. Island)	3,698·63	6,599·97	23,935·05	700·12	3,301·46	68,965·86	3,541·62		1,410·92
13	Canadian Northern	83,675·45	7,532·24	744,309·90	22,462·63	120,445·47	1,535,999·89	130,383·06		146,401·43
14	" " Ontario	9,835·18	745·33	72,682·74	6,417·30	16,679·74	181,393·37	9,295·69		9,583·48
15	" " Quebec	10,426·18	4,701·11	37,564·81	3,863·51	29,302·46	134,340·23	25,044·46		41,602·86
16	Canadian Pacific	701,659·99	377,990·47	2,020,964·01	1,290,554·35	968,105·37	7,483,898·92	878,538·34	52,068·56	1,000,057·53
17	Cape Breton	250·00		1,728·26			3,496·15	628·25		9·00
18	Caraquet	500·00		4,143·59		1,230·15	11,499·59			1,799·69
19	Central Ontario	3,123·40	2,355·61	11,571·50	2,701·18	2,224·14	32,845·50	3,263·85		609·22
20	Crow's Nest Southern	6,082·54		7,720·09	1,102·15	1,233·85	65,301·96	4,553·57	332·45	3,313·65
21	Cumberland	903·75	3·80	7,465·82		89·07	9,959·31	795·48		342·51
22	Dominion Atlantic	7,800·47	1,747·05	16,794·40	30,000·00	3,982·09	67,368·07	2,340·94		24,220·72
23	Eastern British Columbia	60·00		1,204·60	59·87	9·00	3,744·31	1,727·39		74·80
24	Elgin & Havelock			991·34		117·44	2,908·97	3·75		808·37
25	Essex Terminal	779·68	3,003·50	509·70	1,000·00	193·66	4,819·87	181·30		
26	Esquimalt & Nanaimo	6,393·67	1,570·68	13,557·13	Cr. 129·11	10,019·34	73,010·82	3,798·39		20,793·54
27	Grand Trunk	117,196·25	72,539·75	704,275·12	257,761·69	218,788·11	1,567,868·23	160,244·72	Cr. 523·71	406,307·80
28	Grand Trunk (Canada Atlantic)	17,766·43	2,868·80	98,524·42	4,841·12	17,062·19	165,850·06	16,880·51		16,991·36
29	Grand Trunk Pacific	87,475·47	46,875·70	46,609·82	27,434·08	44,694·85	783,595·34	77,821·00	Cr. 4,608·16	98,602·96
30	Halifax & South Western	4,147·52	137·25	70,161·68	4,691·15	3,378·51	75,822·31	937·87		6,645·49
31	Hereford	1,753·43	1,370·43	4,760·28	896·99	1,010·75	17,842·93	1,736·55		2,612·93
32	Inverness Railway & Coal Co	1,408·65		4,390·00	2,041·20	2,303·25	17,370·63	1,528·54		1,755·89
33	Irondale, Bancroft & Ottawa		61·95			827 28	6,945 55	724 26		233 72

34	International of New Brunswick	532 84	13 50	90 44		472 91	13,735 88	2,974 72		869 13	
35	Kent Northern	500 00		2,750 00		185 48	3,357 93				
36	Kettle Valley	75 00					1,429 62	21 43			
37	Kingston & Pembroke	2,068 15		7,202 45		363 38	18,086 88	363 20		999 80	
38	Klondike Mines			2,271 75			16,112 23	798 25		849 50	
39	Lotbinière & Megantic			2,048 72	20 70	155 63	5,794 41	134 84		199 54	
40	London & Port Stanley	1,261 46	142 73	9,806 73	169 16	1,999 09	12,953 29	682 57		1 84	
41	Maine Central	45 00		427 82		20 65	1,310 35	2 70		364 64	
42	Manitoba Great Northern	5,067 43	14 00	8,991 09	Cr. 216 61	937 68	60,053 59	3,529 68		1,224 63	
43	Maritime Coal Railway & Power Co	450 00		1,369 59		88 28	10,078 01	111 65		51 12	
44	Massawippi Valley	1,679 31		13,096 63	5,019 57	4,106 55	20,987 38	907 86		524 83	
45	Moncton & Buctouche			1,454 94		319 37	5,449 54			1,030 39	
46	Midland Railway Co. of Manitoba	2,499 23				42 32	4,353 41	1,417 73		843 57	
47	Montreal & Atlantic	11,262 58	5,078 05	22,220 93	7,433 81	23,953 83	143,476 48	7,864 09		31,615 43	
48	Montreal & Province Line	889 16	186 12	8,359 81	2,182 32	2,028 39	18,804 33	622 23	6,363 84		
49	Montreal & Vermont Junction	1,001 78		4,535 38	505 28	1,056 08	8,850 29	478 72		640 90	
50	Morrissey, Fernie & Michel			3,244 38		2,505 56	8,759 15	3,735 60			
51	Napierville Junction	619 31		1,944 08	108 93	690 90	3,563 96	326 54		30 89	
52	Nelson & Fort Sheppard	5,114 34		3,779 33	Cr. 59 82	576 15	31,346 93	2,234 12		5,152 56	
53	New Brunswick Coal & Railway Co			2,547 03		353 48	16,007 11			2,691 78	
54	New Brunswick & Prince Edward Island		1,444 71				5,420 31			353 38	
55	New Westminster Southern	1,773 50		983 06	Cr. 37 97	97 66	7,073 99	102 84		1,263 32	
56	North Shore						103 02	132 50			
57	Ottawa & New York	1,468 34	9,094 20	7,528 83	Cr. 1,077 40	1,236 87	21,222 61	1,290 18		2,285 31	
58	Père Marquette	11,551 64	1,342 58	29,230 45	1,103 11	5,477 54	66,652 54	2,445 24		5,430 64	
59	Quebec Central	8,068 27	12,000 00	21,500 00	24,000 00	5,503 50	96,945 04	1,785 97		8,614 98	
60	Quebec & Lake St. John	7,834 10	49 70	18,042 65	4,391 00	6,536 22	82,954 68	18,925 37		9,035 47	
61	Quebec, Montreal & Southern	6,214 51	Cr. 4 52	25,468 06	1,035 38	4,732 24	41,735 60	4,262 88		16,564 98	
62	Quebec Oriental	1,125 30		630 96		369 86	16,854 30	1,652 20		1,491 30	
63	Quebec Railway, Light & Power Co	336 25	130 44	1,005 12	Cr. 5 46	186 61	3,836 30	1,492 85		209 84	
64	Red Mountain	1,548 04		1,268 45	Cr. 9 75	148 89	5,219 04	979 61		630 19	
65	Rutland & Noyan	260 29		737 12	106 83	192 51	1,629 55	41 17		162 10	
66	Salisbury & Albert	768 95		1,601 65	127 52		6,411 15			1,215 79	
67	Schomberg & Aurora					2,234 87	2,234 87	1,492 16		80 24	
68	Stanstead, Shefford & Chambly	767 70	Cr. 2,780 18	3,693 52	1,028 17	1,686 88	17,526 24	750 22		9,977 07	
69	St. Clair Tunnel	88 33					12,354 17				
70	St. Lawrence & Adirondack	2,127 84	2,014 56	9,380 55	13,750 72	4,802 46	28,024 64	1,730 21		2,397 82	
71	St. Martins			2,112 83		576 97					
72	Sydney & Louisburg	4,140 10	26 56	14,552 86	238 68	7,081 05	38,250 77	4,290 90		3,685 51	
73	Temiscouata	2,130 00		9,694 16	99 66	1,192 79	29,755 86	461 19		5,206 60	
74	Temiskaming & Northern Ontario	25,341 25	11,839 77	35,525 78	14,607 42	6,092 05	181,066 19	24,803 99		21,648 76	
75	Thousand Islands	383 25	125 80	626 00	59 25	352 82	3,224 18	24 10		550 20	
76	Toronto, Hamilton & Buffalo	14,829 95	18,779 99	13,347 38	10,433 54	11,613 07	131,179 93	1,453 44		4,192 60	
77	Vancouver, Victoria & Eastern	20,120 03	4 79	18,551 13	6,588 79	8,971 28	232,430 55	5,501 75	261 70	38,332 03	
78	Victoria Terminal Railway & Ferry Co	23 38		127 21		8 34	363 04			40 81	
79	Victoria & Sidney, B.C	413 01		2,155 74		131 00	5,808 21			656 07	
80	Wabash (in Canada)	725 61		124 21	261 72	248 42	413 44	17 74			
81	Wellington Colliery Co			972 60	400 00	2,360 50	15,680 25				
82	York & Carleton					6 00	1,021 35				
	Final total	1,353,579 02	686,950 34	4,703,823 68	1,971,464 88	1,715,876 25	15,017,915 94	1,562,284 25	53,983 73	2,159,154 14	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913—*Continued.*

Number	Name of Railway.	11	12	13	15	16	17	18	19	20
		MAINTENANCE OF WAY AND STRUCTURES.								
		Over and under Grade Crossings.	Crossings, Fences, Cattle Guards and Signs.	Snow and Sand Fences and Snow Sheds.	Signals and Interlocking Plants.	Telegraph and Telephone Lines.	Electric Power Transmission.	Buildings, Fixtures and Grounds.	Docks and Wharves.	Roadway Tools and Supplies.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay		318 48			4,109 04		4,076 65	1,082 29	1,616 90
2	Atlantic, Quebec & Western		923 80	283 02		91 65		824 86	121 35	540 69
3	Algoma Eastern		9·40			1,626 57		542 87		255 63
4	Bay of Quinte		623 99		18 13	94 26		1,990 75	76 74	201 82
5	Bedlington & Nelson	44 28	2 10		46 42	76		230 97		75 10
6	Brandon, Saskatchewan & Hudson Bay		94 11	214 57	353 79	101 95		2,810 73		471 05
7	British Yukon		2 34	36 55		428 53		6,017 64	68 98	200 67
8	Brockville Westport & North Western		2,381 57					783 21		33 82
9	Canada and Gulf Terminal		221 05			163 33		123 46		101 51
10	Canada Southern	7,172 36	30,153 16	961 61	52,931 14	10,860 59		58,028 83	1,404 42	16,788 86
11	Canadian Government Ry. (Intercolonial)	826 39	59,588 94	7,394 33	9,880 81	1,237 76		336,899 72	17,958 33	20,849 63
12	" " (P. E. Island)	23 73	7,554 03	895 82	358 37	1,141 92		19,132 26	992 45	2,261 10
13	Canadian Northern	138 80	46,647 44	2,773 93	16,004 51	58,835 41		236,895 31	1,268 09	38,109 95
14	" " Ontario		3,655 06	85	377 13	5,158 14		11,686 17		5,397 79
15	" " Quebec	1 90	13,107 19	1,792 61	7,150 83	86 12		33,386 36		4,535 66
16	Canadian Pacific	13,410 41	277,033 49	222,475 30	85,879 42	434,276 31		2,059,454 33	64,037 62	286,392 18
17	Cape Breton		34 60					32 07		24 00
18	Caraquet		424 37					586 21		150 00
19	Central Ontario	700 00	5,667 91		2 30	255 03		4,995 01		1,197 67
20	Crow's Nest Southern		149 58	1 70	94 55	261 68		1,827 54		1,682 93
21	Cumberland		336 69	76		38 22		3,774 07		80 46
22	Dominion Atlantic	69 35	7,732 10	37 13	400 58	114 09		6,433 27	3,396 97	5,042 33
23	Eastern British Columbia					35 42		677 86		334 08
24	Elgin & Havelock		42 09	14 51				111 77	57 51	
25	Essex Terminal		424 64		950 19			272 05		60 91
26	Esquimalt & Nanaimo		3,350 37		95 63	306 18		17,742 46	5,111 39	2,948 00
27	Grand Trunk	51,491 05	128,564 15	10,331 64	18,919 86	25,039 04		562,651 62	28,151 78	56,455 94
28	Grand Trunk (Canada Atlantic)	546 97	17,448 38	6,821 59	2,387 39	18,720 46		57,481 74	621 14	7,658 69
29	Grand Trunk Pacific	118 51	12,739 99	6,735 35	4,901 89	17,366 32	3,006 07	78,730 24	Cr. 5,383 09	26,821 96
30	Halifax & South Western	59 21	4,333 26	4 96	49 90	965 97		7,887 09	202 54	1,269 08
31	Hereford		1,680 21		55 21	8 20		513 93		353 66
32	Inverness Railway & Coal Co		1,245 63	496 82		207 88		2,673 48		317 52

33	Irondale, Bancroft & Ottawa		374 90		1 95	42 00		234 95		66 68
34	International of New Brunswick		78 98			259 26		154 08		276 64
35	Kent Northern									
36	Kettle Valley							128 11		
37	Kingston & Pembroke		723 51			35 44		1,178 48	17 02	850 39
38	Klondike Mines					194 00		1,632 23		1,074 94
39	Lotbinière & Megantic		12 73		1 02			142 37	654 09	50 33
40	London & Port Stanley		554 49	32 61	31 52	16 14		1,900 48	Cr. 808 78	241 22
41	Maine Central									
42	Manitoba Great Northern	73 38	246 46	22 91	439 01	221 90		1,524 31		963 29
43	Maritime Coal, Railway & Power Co		316 54			5 20		56 37		
44	Massawippi Valley		1,540 58		14 69	15 97		3,377 09		698 25
45	Moncton & Buctouche							191 38		53 07
46	Midland Railway Co. of Manitoba		71 63			14 95		861 00		206 71
47	Montreal & Atlantic	4,047 00	13,028 70		2,006 76	8,366 63		36,606 75		4,998 84
48	Montreal & Province Line		610 92	49 99	9 50	128 81		1,806 21	76 47	505 09
49	Montreal & Vermont Junction		278 46	57 10	6 47	191 07		887 66		277 16
50	Morrissey, Fernie & Michel							395 39		
51	Napierville Junction		203 65		136 25	103 10		647 23		7 84
52	Nelson & Fort Sheppard		98 52		117 22	261 27		951 37		597 05
53	New Brunswick Coal & Railway Co		12 12			170 71		169 43		1,540 15
54	New Brunswick & P.E. Island							118 42	4 00	
55	New Westminster Southern	Cr. 93	601 71	Cr. 2 13	44 30	17		8 50		72 92
56	North Shore									
57	Ottawa & New York	347 37	2,636 29	462 49	1,002 70	181 10		7,475 66		633 80
58	Père Marquette	68 12	8,070 15	1 21	1,280 04	137 47		14,628 60	1,405 79	1,118 25
59	Quebec Central		6,026 02	1,324 37	575 40			11,486 62	21 55	2,736 49
60	Quebec & Lake St. John		5,423 47	1,131 08	281 64	323 86		17,452 54	9 25	2,677 78
61	Quebec, Montreal & Southern		2,049 12	315 35	1,874 26	685 66		9,610 72	9 93	1,397 30
62	Quebec Oriental		734 00	37 52		20 20		783 80		825 12
63	Quebec Railway, Light & Power Co	3 92	380 48	94	36 67	61 26		801 62	119 11	197 07
64	Red Mountain		34 67		38 02	172 85		2,251 29		62 40
65	Rutland & Noyan		107 24	7 74	15 15	25 94		387 91	4 82	62 05
66	Salisbury & Albert		105 24					117 24		627 38
67	Schomberg & Aurora							139 32		11 05
68	Stanstead, Shefford & Chambly	316 92	539 77		27 60	128 06		1,021 29		494 65
69	St. Clair Tunnel								799 38	
70	St. Lawrence & Adirondack	44 71	3,035 92	13 94	508 34	52 78		13,732 98		1,235 05
71	St. Martins					17 34				
72	Sydney & Louisburg		5,588 66	344 52		950 57		6,607 08		1,061 52
73	Temiscouata		1,028 76	237 83				2,807 58		863 44
74	Temiskaming & Northern Ontario	826 39	3,300 98		44 45	10,666 12		37,587 38		5,901 23
75	Thousand Islands		192 41					1,608 89	2,359 15	214 67
76	Toronto, Hamilton & Buffalo		10,105 78	1,544 89	12,599 65	299 54		19,944 36		3,957 86
77	Vancouver, Victoria & Eastern	15,092 03	1,836 46	Cr. 16	6,871 99	2,066 23		9,095 36	768 84	3,748 71
78	Victoria Terminal Railway & Ferry Co		7 52			6 02		61 57	62 53	5 54
79	Victoria & Sidney, B.C		119 31			95 47		1,126 21	982 33	91 11
80	Wabash (in Canada)		13 31					411 00		
81	Wellington Colliery Co									
82	York & Carleton									4 25
	Final total	95,421 87	696,579 68	266,855 25	228,825 65	607,447 92	3,006 07	3,731,385 36	125,653 99	522,636 91

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913 —*Continued.*

Number	Name of Railway.	24	25	28	30	31	33	34	35	36
		MAINTENANCE OF WAY AND STRUCTURES—*Continued.*						MAINTENANCE OF EQUIPMENT.		
		Injuries to Persons.	Stationery and Printing.	Other Expenses.	Maintaining Joint Tracks, Yards, and Other Facilities. Dr.	Maintaining Joint Tracks, Yards, and Other Facilities. Cr.	Total—Maintenance of Way and Structures.	Superintendence.	Steam Locomotives—Repairs.	Steam Locomotives—Renewals.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay	21 25	117 09	23 08			102,997 01	4,739 34	13,875 61	
2	Atlantic, Quebec & Western			219 75			29,876 56	399 40	4,395 97	
3	Algoma Eastern		64 49				24,114 39	1,487 18	3,440 67	
4	Bay of Quinté		4 50				40,647 13	1,241 71	26,457 58	
5	Bedlington & Nelson	710 04	47 23	1 82			5,879 73	13 94	186 27	
6	Brandon, Saskatchewan & Hudson Bay	28 20	135 08	5 16			45,594 23	436 12	6,948 47	
7	British Yukon						24,863 22	1,092 23	3,995 03	
8	Brockville, Westport & North Western						18,410 02	682 30	1,381 40	
9	Canada and Gulf Terminal		4 10				6,937 61		3,219 48	
10	Canada Southerly	5,059 80	3,153 32		66,727 60	101,742 48	914,823 39	35,154 42	454,820 24	78,187 10
11	Canadian Government Ry. (Intercolonial)	663 34	7,219 53	531 90	28,345 69	7,891 86	2,150,119 12	63,040 26	828,413 47	479,050 54
12	" " (P. E. Island)		245 00	9 20			144,767 51	6,375 03	30,386 55	
13	Canadian Northern	17,639 43	3,733 66	Cr. 19 17	45,134 68	33,442 29	3,224,929 82	42,091 20	1,490,001 65	
14	" " Ontario	41 60	598 78		60 91		333,609 26	6,162 73	61,128 09	
15	" " Quebec	115 92	353 86	65 92	45 08	619 39	346,867 68	3,359 73	96,555 81	
16	Canadian Pacific	81,370 34	54,441 00	1,793 96	175,511 02	31,171 87	8,498,741 05	334,467 36	6,547,900 97	132,550 00
17	Cape Breton						6,202 33		1,136 91	
18	Caraquet		76 00				20,409 60	750 00	5,014 98	
19	Central Ontario		17 83	6 35	1,075 25		72,581 75	1,145 34	10,546 12	
20	Crow's Nest Southern	43 27	151 20	85 74	107 25		94,045 70	673 88	10,239 51	
21	Cumberland			231 41			24,021 35	817 66	5,088 81	
22	Dominion Atlantic	155 15	309 53	855 30			178,799 54	4,127 14	24,956 20	12,000 00
23	Eastern British Columbia		8 20				7,935 53	339 00	1,570 15	
24	Elgin & Havelock	43 50		50 50			5,149 75	4 01	2,373 15	
25	Essex Terminal	11 00		25			12,206 75		1,637 79	
26	Esquimalt & Nanaimo	892 47	236 22				159,697 18	2,906 43	44,796 73	78,000 00
27	Grand Trunk	1,416 32	6,233 23		19,639 28	362,842 99	1,050,508 98	89,174 34	3,136 241 07	
28	Grand Trunk (Canada Atlantic)	73 39	1,264 47		7,769 99	19 74	461,559 36	12,027 24	247,582 79	
29	Grand Trunk Pacific	Cr. 11,385 32	4,606 99	172 65	15,991 98	790 58	1,362,137 02	82,270 70	1,271,056 01	
30	Halifax & South Western	39 85	58 97		4,215 04		185,007 65	3,076 21	26,527 65	
31	Hereford	57 50	167 18		260 81		35,080 99	659 40	9,866 38	Cr. 45 74
32	Inverness Railway & Coal Co	145 00	74 68	65 00			36,024 17	1,890 89	12,659 32	

33	Irondale, Bancroft & Ottawa						9,513 24	127 64	688 78	
34	International of New Brunswick		4 02				19,462 40	692 55	5,647 87	
35	Kent Northern						6,793 41	500 00	1,005 49	
36	Kettle Valley			32 05			1,686 21			
37	Kingston & Pembroke		95 31		312 18		32,296 19	28 50	8,255 37	
38	Klondike Mines		22 77				22,955 67		2,553 59	
39	Lotbinière & Megantic		2 00	35			9,216 73		1,246 05	
40	London & Port Stanley		39 14		44 23	5,289 50	23,778 42	1,004 01	17,185 60	346 40
41	Maine Central		7 01				2,178 17	84 07	947 10 Cr.	5 77
42	Manitoba Great Northern	1,640 26	176 18	6 78	437 91		85,353 88	330 59	3,583 32	
43	Maritime Coal, Railway & Power Co		21 90		270 00		12,818 66	162 05	3,163 93	
44	Massawippi Valley	37 32	40 55		354 02	280 00	52,120 60	1,542 89	18,865 34	
45	Moncton & Buctouche						8,498 69		873 63	
46	Midland Railway Co. of Manitoba		164 42	25	29,587 36		40,062 58	3,120 89	9,980 91	39 18
47	Montreal & Atlantic	282 14	549 34		736 80		323,528 16	3,290 80	56,177 95	
48	Montreal & Province Line	64 10	17 94				42,705 23	759 40	106 77	2,492 43
49	Montreal & Vermont Junction		44 62				18,810 97	705 69	2,492 55	
50	Morrissey, Fernie & Michel				423 62		19,063 70		20,399 39	
51	Napierville Junction	27 35	13 16				8,423 19	159 62	4,702 61	
52	Nelson & Fort Sheppard	331 41	113 20	2 87	2,601 00		53,217 52	590 55	3,772 16	
53	New Brunswick Coal & Railway Co						23,491 81		5,013 65	
54	New Brunswick & P.E. Island						7,340 82		3,221 08	1,538 62
55	New Westminster Southern	10 06	48 73	1 89			12,041 62	147 27	2,207 28	
56	North Shore						235 52			
57	Ottawa & New York	15 94	6 25		377 42		56,187 96	3,230 39	11,393 62	
58	Père Marquette	91 00	348 59	51 42	128,484 45	667 33	278,251 50	8,959 87	160,630 77	3,224 42
59	Quebec Central	200 00	258 58	41 50	720 00		201,808 29	9,575 35	45,271 71	15,000 00
60	Quebec & Lake St. John	Cr. 4 00	175 84	9 00		207 12	175,042 53	3,250 42	81,318 56	
61	Quebec, Montreal & Southern	739 80	162 11		306 01	7,738 05	109,421 40	7,012 30	31,178 73	
62	Quebec Oriental			106 87			24,631 43	630 30	7,968 65	
63	Quebec Railway, Light & Power Co	2 79	15 68	50	354 48		9,166 47	173 11	4,172 76	
64	Red Mountain	3 38	15 76 Cr.	2 90			12,359 94	89 69	1,447 09	
65	Rutland & Noyan	14 08	5 74		89 86	88 46	3,761 64	76 80	854 36	155 93
66	Salisbury & Albert			542 80			11,517 72		3,088 75	
67	Schomberg & Aurora						6,192 51		244 60	
68	Stanstead, Shefford & Chambly	94 25	17 84		98 38		35,388 38	705 39 Cr.	407 98	2,803 94
69	St. Clair Tunnel						13,241 88	256 00		
70	St. Lawrence & Adirondack	113 99	2 80	10 24	13,766 23		96,745 78	2,881 87	9,126 98	444 62
71	St. Martins			3,361 25			6,068 39		757 65	
72	Sydney & Louisburg			3,496 19			90,314 97	1,781 92	63,885 09	
73	Temiscouata		6 82				53,484 69	3,023 95	6,814 94	
74	Temiskaming & Northern Ontario	140 00	886 43			7,172 82	373,105 37	7,857 62	91,733 01	14,419 36
75	Thousand Islands		10 15	12 15			9,743 02		727 85	
76	Toronto, Hamilton & Buffalo	2,432 02	534 27	28 84	1,602 57	35,694 09	223,185 59	10,500 07	96,322 44	11,220 00
77	Vancouver, Victoria & Eastern	2,284 46	482 87	2,196 76	141 69		375,347 29	3,521 29	57,169 92	
78	Victoria Terminal Railway & Ferry Co						706 96	11 65	303 02	
79	Victoria & Sidney, B.C						11,578 46	206 55	4,756 64	
80	Wabash (in Canada)		30 64		276,350 02	3,109 22	275,486 89	9,875 07	268,685 57	
81	Wellington Colliery						19,413 35		16,103 87	
82	York & Carleton						1,031 60			
	Final totals	105,662 40	87,642 80	13,997 63	821,942 81	598,767 79	35,933,322 78	787,471 32	75,520,039 85	831,421 03

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913—*Concluded.*

Number	Name of Railway.	38	39	42	43	45	46	48	49	51
		MAINTENANCE OF EQUIPMENT—*Continued.*								
		Electric Locomotives—Repairs.	Electric Locomotives—Renewals.	Passenger-Train Cars—Repairs.	Passenger-Train Cars—Renewals.	Freight-Train Cars—Repairs.	Freight-Train Cars—Renewals.	Work Equipment—Repairs.	Work Equipment—Renewals.	Floating Equipment—Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay			6,152 63		25,997 21		3,798 69		
2	Atlantic, Quebec & Western			1,693 22		4 08		237 72		
3	Algoma Eastern			153 28		9,534 97		102 94		
4	Bay of Quinté			4,939 43		13,722 75				
5	Bedlington & Nelson							483 40		
6	Brandon, Saskatchewan & Hudson Bay			1,927 09		0,39 63		1,759 95		
7	British Yukon			944 22		5,69 15		459 50		
8	Brockville, Westport & North Western			609 16		383 74		24 10		
9	Canada and Gulf Terminal			1,226 50		133 37				
10	Canada Southern			51,525 83	14,679 44	330,296 00	143,749 87	4,623 83	9,023 18	
11	Canadian Government Ry. (Intercolonial)			306,144 49	239,525 21	698,168 58	359,287 99	35,063 45	17,794 66	11,305 60
12	" " (P. E. Island)			17,863 09		18,071 20	2,139 97	1,501 84		
13	Canadian Northern			467,294 36		928,696 42		44,202 60		
14	" " Ontario			39,777 39		47,782 96		5,059 15		
15	" " Quebec			35,816 02		54,498 20		4,612 43		
16	Canadian Pacific			2,171,947 84	157,925 15	5,050,597 47	1,061,380 65	663,366 47	211,319 20	9,617 02
17	Cape Breton			548 69		223 51				
18	Caraquet			310 00		520 00		375 00		
19	Central Ontario	123 22		3,602 94		6,852 30		248 14		
20	Crow's Nest Southern			1,181 63		15,003 37		2,047 68		
21	Cumberland			1,768 22		10,497 16		895 85		
22	Dominion Atlantic			29,831 74		13,873 77		2,088 07	22 75	
23	Eastern British Columbia			403 29		1,488 29				
24	Elgin & Havelock			92 42		3 55				
25	Essex Terminal					7 69				
26	Esquimalt & Nanaimo			16,797 59		6,882 56	700 00	2,881 97		
27	Grand Trunk			962,420 45		1,755,803 17	Cr. 1,150 00	110,717 84		87,435 75
28	Grand Trunk (Canada Atlantic)			12,679 47		85,871 23		3,896 50		
29	Grand Trunk Pacific			161,790 81		438,645 26		27,507 46		208 53
30	Halifax & South Western			7,633 19		7,461 36		347 72		5 00
31	Hereford			2,182 14	14 83	9,909 14	Cr. 102 35	540 48	Cr. 38	
32	Inverness Railway & Coal Co			1,357 15		7,971 08		98 69		

33	Irondale, Bancroft & Ottawa			415 95		24 72						
34	International of New Brunswick			1,854 01		1,981 96			368 46			
35	Kent Northern											
36	Kettle Valley											
37	Kingston & Pembroke			1,090 46		1,201 10						
38	Klondike Mines					1,457 45						
39	Lotbinière & Megantic			589 10		456 96						
40	London & Port Stanley			3,456 03	79 18	5,199 69	271 58		46 13		6 85	
41	Maine Central			419 13	2 28	994 94	Cr.	11 90	26 41	Cr.	09	
42	Manitoba & Great Northern			1,245 45		4,145 13			3,880 13			
43	Maritime Coal, Railway & Power Co			25 44		154 88						
44	Massawippi Valley			4,370 33		18,922 56			2 58			
45	Moncton & Buctouche			374 25		982 02						
46	Midland Railway Co. of Manitoba			5,957 30	1 96	7,948 12	Cr.	8 25	49 78		01	
47	Montreal & Atlantic			1,603 11	28,400 00	10,829 36	14,081 87		13 95		11,138 90	
48	Montreal & Province Line			84 09	829 38	406 74	1,946 45		82 59		340 94	
49	Montreal & Vermont Junction			16 16	1,382 23	706 18	11,324 94		3 66		127 85	
50	Morrissey, Fernie & Michel					9,446 69						
51	Napierville Junction			123 24		490 48						
52	Nelson & Fort Sheppard			1,157 22		1,255 59			1,454 59			
53	New Brunswick Coal & Railway Co			478 69		1,889 71						
54	New Brunswick & P. E. Island			118 52		860 66	3,437 58					
55	New Westminster Southern			643 24		5 38			807 99			
56	North Shore											
57	Ottawa & New York			2,366 55		4,161 20			146 04			
58	Père Marquette			14,230 92	326 02	238,246 49	12,252 95		190 56		28 31	2,737 33
59	Quebec Central			10,410 12	9,000 00	30,354 65			872 26			
60	Quebec & Lake St. John			18,448 26		25,464 33			2,688 42			
61	Quebec, Montreal & Southern			7,525 79		28,883 71	2,729 13		1,215 97			
62	Quebec Oriental			1,853 58		229 14			288 35			
63	Quebec Railway, Light & Power Co			2,592 80		3,837 75			11 01			
64	Red Mountain			51 48		780 99			169 21			
65	Rutland & Noyan			239 38	76 60	776 90	234 48		41 54		4 36	
66	Salisbury & Albert			265 01		456 62						
67	Schomberg & Aurora					103 00						
68	Stanstead, Shefford & Chambly			260 69	552 81	864 30	4,423 78		654 54		241 51	
69	St. Clair Tunnel	9,239 22				2,023 58						
70	St. Lawrence & Adirondack			2,902 66	466 66	2,532 22	21 48		136 88		76 63	
71	St. Martins			56 50		13 72						
72	Sydney & Louisburg			3,625 66		85,741 99			3,832 59			
73	Temiscouata			2,459 74		7,637 97			404 26			
74	Temiskaming & Northern Ontario			52,652 93	8,920 11	35,447 44	11,479 00		14,530 46		2,899 74	
75	Thousand Islands			75 52	162 00							
76	Toronto, Hamilton & Buffalo			15,185 45	600 00	29,106 35	2,455 09		4,482 99		705 80	
77	Vancouver, Victoria & Eastern			9,695 21		13,050 11			11,179 68			2,330 09
78	Victoria Terminal Railway & Ferry Co			28 25		49 89						
79	Victoria & Sidney, B.C			445 92		788 09						
80	Wabash (in Canada)			43,815 14		149,687 11	713 58					
81	Wellington Colliery			450 00		9,551 93						
82	York & Carleton											
	Final total	9,362 44		4,524,273 56	462,943 86	10,283,689 07	1,631,357 89		964,522 50		253,730 22	113,639 32

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913—*Continued.*

	Name of Railway.	52	55	56	57	58	60	62	64	67
		MAINTENANCE OF EQUIPMENT—*Continued.*								
		Floating Equipment —Renewals.	Shop Machinery and Tools.	Power Plant Equipment.	Injuries to Persons.	Stationery and Printing.	Other Expenses.	Maintaining Joint Equipment at Terminals. Dr.	Maintaining Joint Equipment at Terminals. Cr.	Total Maintenance of Equipt.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay		1,512 78		1 50	219 53	136 00			56,433 29
2	Atlantic, Quebec & Western		37 68				247 35			7,015 42
3	Algoma Eastern		54 88			53 61				14,827 53
4	Bay of Quinte		19 14				263 88			46,674 49
5	Bedlington & Nelson		26 90				Cr. 0 30			710 21
6	Brandon, Saskatchewan & Hudson Bay		388 87		109 26	27 63	41 61			13,678 63
7	British Yukon		169 17		0 32	10 19				10,239 81
8	Brockville, Westport & North Western		135 45				4 0 75			3,265 90
9	Canada and Gulf Terminal						933 18			5,512 53
10	Canada Southern		7,999 95		2,591 95	3,353 83	45 83	7,869 72		1,143,921 19
11	Canadian Government Ry. (Intercolonial)	5 00	45,856 18		1,298 78	11,606 28	39,165 85	6,253 91		3,141,980 25
12	" " (P. E. Island)		4,245 56		24 95	286 67	7,383 14			88,278 00
13	Canadian Northern		132,778 92		13,700 07	7,326 11	1 80	9,585 09	1,745 53	3,133,932 69
14	" " Ontario		3,739 70		19 46	1,385 86	37 23			165,092 57
15	" " Quebec		4,872 16		166 32	483 23				200,363 90
16	Canadian Pacific		737,826 91		55,108 75	54,430 19		10,731 03	595 63	17,198,573 38
17	Cape Breton									1,909 11
18	Caraquet		205 00			59 98				7,234 96
19	Central Ontario		268 82			34 09				22,820 97
20	Crow's Nest Southern		557 76		176 69	41 03	5 0 70			29,981 19
21	Cumberland						460 97			19,528 67
22	Dominion Atlantic		671 94		52 04	206 57	334 78			88,165 00
23	Eastern British Columbia		10 47							3,811 30
24	Elgin & Havelock						12 45			2,485 58
25	Essex Terminal									1,645 48
26	Esquimalt & Nanaimo		1,523 92		5 00	154 30				154,648 50
27	Grand Trunk		336,166 96		10,393 43	18,792 08	Cr. 1,545 45	431 62	103,443 21	6,401,438 05
28	Grand Trunk (Canada Atlantic)		27,112 75		400 27	1,375 63	Cr. 136 58		10 46	390,798 84
29	Grand Trunk Pacific		39,202 93	8,185 03	817 06	6,258 18	131,968 57	6,291 31	73 92	2,174,127 93
30	Halifax & South Western		2,222 16			80 76		650 00		48,004 05
31	Hereford		261 61		1 22	88 96				23,375 69
32	Inverness Railway & Coal Co		718 76			74 68	289 12			25,059 69

33	Irondale, Bancroft & Ottawa		46 46			0 72				1,304 27
34	International of New Brunswick		261 68	240 76		2 50				11,049 79
35	Kent Northern									1,505 49
36	Kettle Valley									
37	Kingston & Pembroke		188 86				6,213 87	54 89		17,033 05
38	Klondike Mines		84 35				275 95			4,371 34
39	Lotbinière & Megantic		95 44				1,807 86			4,195 41
40	London & Port Stanley		1,022 53		125 80	76 55				28,820 35
41	Maine Central		30 43			12 17				2,498 77
42	Manitoba Great Northern		229 88		69 10	18 26	27 60			13,529 46
43	Maritime Coal Railway & Power Co		134 43			20 85				3,661 58
44	Massawippi Valley		379 00		38 38	68 83	0 30			44,190 21
45	Moncton & Buctouche									2,229 90
46	Midland Railway Co. of Manitoba		1,185 72		276 79	246 83	69 28	1,230 65		30,099 17
47	Montreal & Atlantic		3,906 86			384 71				129,827 51
48	Montreal & Province Line		101 84		3 00	40 59				7,194 22
49	Montreal & Vermont Junction				7 44	101 47				16,868 17
50	Morrissey, Fernie & Michel	3,300 00	2,800 58							35,946 66
51	Napierville Junction					58 41				5,534 36
52	Nelson & Fort Sheppard		328 59		101 33	24 35	39 41	207 10		8,930 89
53	New Brunswick Coal & Railway Co		2,446 87							9,828 92
54	New Brunswick & P. E. Island									9,176 46
55	New Westminster Southern		131 36		45 80	9 78	14 40			4,012 50
56	North Shore									
57	Ottawa & New York		1,152 70		46 70	63 05	3 64	23 67		22,587 56
58	Père Marquette		9,090 86		1,122 26	680 66		646 44		452,367 86
59	Quebec Central		6,132 73		1,633 70	245 99	5,315 50	125,329 72	83,919 57	175,222 16
60	Quebec & Lake St. John		3,101 88		339 90	279 64	209 47			135,100 88
61	Quebec Montreal & Southern		1,921 41		146 00	700 12	1 12			81,314 28
62	Quebec Oriental		1,250 70				547 89			12,768 61
63	Quebec, Railway, Light & Power Co		125 08			23 95	3,084 81			14,021 27
64	Red Mountain		26 58		9 43	1 46	1 20			2,577 13
65	Rutland & Noyan		53 45		4 37	5 60	97 41	0 06		2,621 24
66	Salisbury & Albert		62 09				133 27			4,005 74
67	Schomberg & Aurora									347 60
68	Stanstead, Shefford & Chambly		171 41		3 00	40 59				10,313 98
69	St. Clair Tunnel						3,474 41			14,993 21
70	St. Lawrence & Adirondack		512 40		3,957 75	252 70	1 62			23,314 47
71	St. Martins									827 87
72	Sydney & Louisburg						457 34			159,324 59
73	Temiscouata					66 80	7,198 72			27,606 38
74	Temiskaming & Northern Ontario		6,487 67		162 69	884 61	1,653 33			249,127 97
75	Thousand Islands						22 08			987 45
76	Toronto, Hamilton & Buffalo		6,373 18		584 87	665 46			7,599 45	170,602 25
77	Vancouver, Victoria & Eastern	2,094 84	1,872 15		806 99	140 33	211 94	3 96		102,076 51
78	Victoria Terminal Railway & Ferry Co		9 74							402 55
79	Victoria & Sidney, B.C		153 57							6,350 77
80	Wabash (in Canada)		16,591 57		166 28	1,285 54	133 67	86,362 19	57 01	577,258 71
81	Wellington Colliery									26,105 80
82	York & Carleton						148 35			148 35
	Final total	5,399 84	1,417,051 32	8,425 79	94,518 65	112,751 91	210,893 32	255,671 36	197,444 78	37,289,718 47

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913—*Continued.*

	Name of Railway.	69	70	71	72	73	74	75	77
		TRAFFIC EXPENSES.							
		Superintendence.	Outside Agencies.	Advertising.	Traffic Associations.	Fast Freight Lines.	Industrial and Immigration Bureaus.	Stationery and Printing.	Expenses.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay	3,196 58		732 69	102 07			349 57	1 50
2	Atlantic, Quebec & Western								
3	Algoma Eastern	1,010 19		89 41				55 50	
4	Bay of Quinté	1 54	4 00	311 90	152 54			982 33	1 50
5	Bedlington & Nelson								
6	Brandon, Saskatchewan & Hudson Bay	476 25	1,353 72	1,079 04	33 66		467 53	219 09	1 81
7	British Yukon	1,257 53	2,363 49	1,728 79				347 09	
8	Brockville, Westport & North Western	689 63		230 57				47 78	
9	Canada and Gulf Terminal								
10	Canada Southern	50,925 93	54,658 14	27,190 04	3,105 63	60,801 70	1,878 44	26,351 29	26 61
11	Canadian Government Ry. (Intercolonial)	66,959 84	96,344 72	42,929 43	3,607 10			35,696 25	864 82
12	" " (P. E. Island)	99 74		1,076 42				42 00	
13	Canadian Northern	99,423 42	152,061 92	96,134 60	5,173 76		42,062 55	33,075 15	20 00
14	" " Ontario	17,275 28	1,806 11	9,746 57	843 61			3,210 14	36 25
15	" " Quebec	20,592 58	6,343 28	3,396 59	338 68		27 62	4,637 75	
16	Canadian Pacific	566,032 06	1,651,707 52	724,941 57	58,963 14	53,536 53	45,599 35	270,328 94	5,871 74
17	Cape Breton			72 40					
18	Caraquet	500 00						133 15	
19	Central Ontario	1,258 42	190 00	561 24	165 53			960 21	
20	Crow's Nest Southern	754 12	2,204 57	1,134 59	67 62		669 30	363 60	4 15
21	Cumberland	8 55		50 00				20 69	68
22	Dominion Atlantic	8,053 63	4,087 76	5,693 53	583 16			2,054 07	69 00
23	Eastern British Columbia								
24	Elgin & Havelock								
25	Essex Terminal			11 80					
26	Esquimalt & Nanaimo	87 21	494 76	99 10				6 33	
27	Grand Trunk	192,521 06	620,587 13	174,588 31	35,718 55	45,554 38	3,846 61	88,272 62	2,737 91
28	Grand Trunk (Canada Atlantic)	16,205 76	49,046 74	15,231 65	2,985 47	3,878 59	321 83	7,448 29	221 16
29	Grand Trunk Pacific	34,148 92	51,546 55	27,259 09	541 48			12,323 40	2,189 20
30	Halifax & South Western	5,759 20	3,840 73	2,778 49	229 51			646 80	
31	Hereford	1,012 24	184 77	1,215 82	31 85	71 96	129 59	236 61	12
32	Inverness Railway & Coal Co	76 68		204 15			5 75	37 34	

33	Irondale, Bancroft & Ottawa	11 12	.....	163 94	81 20	.....	18 22	147 17	.....
34	International of New Brunswick	326 08	.....	550 25	.....	.....	.....	20 12	4 50
35	Kent Northern	.....	.....	.....	.....	.....	.....	.....	.....
36	Kettle Valley	65 00	.....	.....	.....	.....	.....	12 19	16 50
37	Kingston & Pembroke	783 60	.....	172 00	76 11	.....	.....	113 56	.....
38	Klondike Mines	.....	.....	.....	.....	.....	.....	.....	.....
39	Lotbinière & Megantic	.....	.....	.....	102 77	.....	.....	50	.....
40	London & Port Stanley	1,879 36	2,702 10	748 39	138 97	250 69	.....	623 79	02
41	Maine Central	173 83	31 63	196 56	5 69	14 41	17 35	43 79	02
42	Manitoba Great Northern	369 82	1,110 36	576 26	33 99	.....	292 43	185 56	1 17
43	Maritime Coal, Railway & Power Co	.....	.....	.....	.....	.....	.....	.....	.....
44	Massawippi Valley	1,565 69	336 83	349 01	216 39	.....	.....	87 12	.....
45	Moncton & Buctouche	.....	.....	.....	.....	.....	.....	.....	.....
46	Midland Railway Co. of Manitoba	1,421 31	3,994 37	2,873 59	87 96	.....	1,202 87	638 85	45 36
47	Montreal & Atlantic	.....	.....	.....	.....	10,197 43	.....	.....	.....
48	Montreal & Province Line	444 77	452 87	140 60	19 08	.....	.....	156 46	2 66
49	Montreal & Vermont Junction	1,109 36	1,756 04	430 10	47 86	.....	.....	376 52	25 90
50	Morrissey, Fernie & Michel	.....	.....	.....	.....	.....	.....	.....	.....
51	Napierville Junction	405 82	14 24	.....	1 82	.....	50	22 32	.....
52	Nelson & Fort Sheppard	405 11	1,136 53	936 22	28 35	.....	411 22	189 83	1 85
53	New Brunswick Coal & Railway Co	.....	.....	.....	.....	.....	.....	.....	.....
54	New Brunswick & P. E. Island	.....	.....	.....	.....	.....	.....	.....	.....
55	New Westminster Southern	174 97	529 06	153 39	16 51	.....	151 90	82 67	1 04
56	North Shore	.....	.....	.....	.....	.....	.....	.....	.....
57	Ottawa & New York	3,937 10	1,363 35	238 54	118 29	10 04	12 48	1,033 13	71
58	Père Marquette	18,409 10	26,172 66	3,145 15	1,336 05	4,528 36	.....	5,566 72	11
59	Quebec Central	8,478 71	10,177 60	5,211 54	848 38	.....	.....	2,375 21	248 56
60	Quebec & Lake St. John	18,416 07	3,404 38	2,812 95	132 11	.....	.....	2,371 10	75
61	Quebec, Montreal & Southern	3,949 72	350 35	89 25	111 82	.....	6 66	567 17	3 00
62	Quebec Oriental	.....	.....	.....	.....	.....	.....	.....	.....
63	Quebec Railway, Light & Power Co	134 68	527 28	936 47	49 32	.....	.....	27 33	35
64	Red Mountain	56 40	183 48	05	7 48	.....	28 90	32 47	31
65	Rutland & Noyan	234 97	327 15	92 70	6 84	98 21	13	58 02	4 97
66	Salisbury & Albert	.....	.....	12 55	.....	.....	.....	.....	.....
67	Schomberg & Aurora	.....	.....	.....	.....	.....	.....	.....	.....
68	Stanstead, Shefford & Chambly	446 28	576 66	178 70	20 51	.....	.....	148 91	10 46
69	St. Clair Tunnel	.....	.....	.....	.....	.....	.....	.....	.....
70	St. Lawrence & Adirondack	1,218 75	3,477 54	1,190 20	.....	213 03	459 34	649 53	1 82
71	St. Martins	32 00	.....	10 70	.....	.....	.....	.....	.....
72	Sydney & Louisburg	774 43	.....	885 08	195 85	.....	.....	.....	156 75
73	Temiscouata	2,389 32	.....	1,034 78	137 31	.....	157 81	.....	.....
74	Temiskaming & Northern Ontario	9,658 57	145 95	3,812 45	67 77	.....	2,028 45	2,600 47	.....
75	Thousand Islands	.....	.....	.....	.....	.....	.....	.....	.....
76	Toronto, Hamilton & Buffalo	13,500 49	2,771 03	2,638 64	473 31	1,018 14	86 26	1,286 22	.....
77	Vancouver, Victoria & Eastern	2,549 27	7,447 06	4,220 74	223 95	.....	2,274 42	1,223 57	15 09
78	Victoria Terminal Railway & Ferry Co	59 04	.....	1 92	.....	.....	.....	.....	.....
79	Victoria & Sidney, B.C	1,031 93	.....	29 68	.....	.....	.....	.....	.....
80	Wabash (in Canada)	19,693 28	54,985 74	7,289 70	1,881 49	8,872 86	.....	6,958 50	10 96
81	Wellington Colliery	.....	.....	.....	.....	.....	.....	.....	.....
82	York & Carleton	.....	.....	.....	.....	.....	.....	.....	.....
	Final total	202,432 31	2,822,800 17	1,179,609 89	119,110 54	189,046 33	102,157 51	515,444 79	12,599 31

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	79	82	83	84	85	87	88	89
		TRAFFIC EXPENSES.	TRANSPORTATION EXPENSES.						
		Total Traffic Expenses.	Superintendence.	Despatching Trains.	Station Employees.	Weighing and Car Service Associations.	Coal and Ore Docks.	Station Supplies and Expenses.	Yard-masters and their Clerks.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay	4,382 41	8,935 62	506 72	7,729 94	302 62	2,727 57	2,213 34	1,307 47
2	Atlantic, Quebec & Western		885 50	245 00	4,527 31			931 44	
3	Algoma Eastern	1,155 10	2,610 83		760 00				
4	Bay of Quinté	1,453 81	2,329 06	1,573 40	13,037 69	120 83	3,615 14	1,885 94	515 00
5	Bedlington & Nelson		42 13	14 80					
6	Brandon, Saskatchewan & Hudson Bay	3,631 10	1,374 63	692 62	7,771 42	47 00		1,694 62	
7	British Yukon	5,696 90	2,385 91	696 25	12,714 60			1,435 97	
8	Brockville, Westport & North Western	967 98	667 79		3,803 56			598 71	
9	Canada and Gulf Terminal		547 58		2,140 23			388 44	
10	Canada Southern	224,937 78	62,513 64	14,461 00	195,329 44	749 09		20,921 98	59,234 60
11	Canadian Government Ry. (Intercolonial)	246,402 16	86,629 31	180,600 61	788,799 49	1,622 00		108,157 46	46,321 24
12	" " (P. E. Island)	1,218 16	6,379 39	3,634 97	58,880 26			8,297 90	2,615 49
13	Canadian Northern	427,951 40	233,598 80	86,828 69	1,260,492 85	4,830 02		101,529 38	103,631 40
14	" " Ontario	32,917 96	20,790 22	7,951 33	86,729 21	191 23	3,328 45	13,581 64	
15	" " Quebec	35,336 50	15,355 70	7,170 54	115,890 50	609 04		7,211 60	4,855 25
16	Canadian Pacific	3,376,980 85	1,124,919 14	702,076 10	7,132,281 09	9,832 12		648,727 52	375,184 64
17	Cape Breton	72 40	250 00		1,020 00			48 06	
18	Caraquet	633 15			3,122 52			418 29	
19	Central Ontario	3,135 40	1,815 03	1,236 10	12,618 66	117 55		1,580 42	
20	Crow's Nest Southern	5,197 95	2,170 65	954 03	6,981 13	108 00		477 96	
21	Cumberland	79 92	690 00	690 00	4,558 22	2,038 50		426 77	887 45
22	Dominion Atlantic	20,541 15	4,546 59	3,474 54	55,510 06			5,745 30	3,609 56
23	Eastern British Columbia		1,601 43		1,831 20	74 65		62 42	
24	Elgin & Havelock				413 00				
25	Essex Terminal	11 80	1,908 38		1,520 25	65 00		269 60	
26	Esquimalt & Nanaimo	687 40	9,581 39	6,171 99	51,894 63	283 37		3,825 31	75 00
27	Grand Trunk	1,163,826 57	290,393 91	113,955 21	2,535,461 57	10,183 55		273,674 13	192,243 01
28	Grand Trunk (Canada Atlantic)	95,339 49	35,229 38	10,622 78	216,965 39	772 15		20,595 30	18,054 12
29	Grand Trunk Pacific	128,008 64	88,654 88	36,268 64	438,660 30	957 56	401 71	44,731 37	13,222 61
30	Halifax & South Western	13,254 73	7,577 07	1,981 19	21,912 69		211 63	2,883 04	
31	Hereford	2,882 96	986 86	1,076 51	5,362 83	3 21		438 18	
32	Inverness Railwny & Coal Co	323 92	272 63	420 00	5,616 16			555 15	

33 Irondale, Bancroft & Ottawa	421 65	1,222 53		1,840 70			Cr. 26 44	
34 International of New Brunswick	900 95	475 54		4,275 60	1 25		327 04	
35 Kent Northern		500 00		1,025 15				
36 Kettle Valley	93 69	75 00		69 99			49 95	
37 Kingston & Pembroke	1,145 27	1,011 93	757 12	7,558 17	40 40		595 49	
38 Klondike Mines				5,164 75			263 05	
39 Lotbiniere & Megantic	103 27			932 60			177 80	
40 London & Port Stanley	6,343 32	1,442 04	1,119 69	12,286 00	245 48		434 65	2,068 17
41 Maine Central	483 28	159 03	464 93		27			
42 Manitoba Great Northern	2,569 59	992 17	278 20	5,410 80	52 44		1,151 10	
43 Maritime Coal, Railway & Power Co		390 00	270 00	1,180 00			251 27	
44 Massawippi Valley	2,555 04	2,967 46	2,640 19	23,940 71	62 19		2,076 42	
45 Moncton & Buctouche				1,315 00				
46 Midland Railway of Manitoba	10,264 31	4,508 40	762 83	42,401 52	85 63		16,950 26	2,297 75
47 Montreal & Atlantic	10,197 43	8,564 19	7,437 54	66,898 51	35 70		8,680 91	2,001 26
48 Montreal & Province Line	1,216 44	659 72	244 08	5,558 31	10		1,245 90	
49 Montreal & Vermont Junction	3,745 78	1,662 53	732 36	3,579 08	25		716 83	
50 Morrissey, Fernie & Michel		1,980 00		1,960 15			29 43	
51 Napierville Junction	444 70	272 18	222 01	2,487 45			198 96	
52 Nelson & Fort Sheppard	3,109 11	1,450 76	812 12	2,911 60	40 02		416 80	
53 New Brunswick Coal & Railway Co				2,490 50	1,754 38			
54 New Brunswick & P. E. Island							1,513 65	
55 New Westminster & Southern	1,109 54	429 72	135 99		32 08		67 24	
56 North Shore								
57 Ottawa & New York	6,713 64	2,116 93	1,130 79	16,152 65	73 32		10,288 03	
58 Pere Marquette	59,158 15	19,876 17	7,054 17	84,794 70	2,460 06		6,161 65	4,113 78
59 Quebec Central	27,340 00	9,413 30	6,399 50	82,855 87	831 99		10,402 24	
60 Quebec & Lake St. John	27,137 36	11,911 12	4,734 69	43,019 01	286 82	10 00	6,222 86	774 90
61 Quebec, Montreal & Southern	5,077 97	3,425 92	2,156 03	25,153 69			3,154 42	73 54
62 Quebec Oriental		885 50	282 45	4,909 30			747 12	
63 Quebec Railway, Light & Power Co	1,675 43	943 77	790 60	5,084 85	217 13		697 80	230 93
64 Red Mountain	309 09	199 38	257 64	3,571 95	13 81		385 94	
65 Rutland & Noyan	822 99	107 94	37 68	613 27	46		67 97	48 44
66 Salisbury & Albert	12 55			1,412 00			63 30	
67 Schomberg & Aurora							23 00	
68 Stanstead, Shefford & Chambly	1,381 52	754 12	244 08	9,331 24	10		1,327 64	93 00
69 St. Clair Tunnel		9,032 66					8 05	
70 St. Lawrence & Adirondack	7,210 21	3,704 80	1,468 83	14,297 03	138 87		9,907 62	
71 St. Martins	42 70			300 00	466 00			
72 Sydney & Louisburg	2,012 11	2,941 62	6,025 10	18,894 07	26,362 44		3,519 43	5,944 00
73 Temiscouata	3,719 22	4,091 45	1,305 00	10,663 71	134 22		1,032 63	
74 Temiskaming & Northern Ontario	18,313 66	11,139 00	13,548 67	116,895 99	438 37	28 48	16,071 00	12,008 01
75 Thousand Islands		600 00		4,367 08	23 73		984 91	
76 Toronto, Hamilton & Buffalo	21,774 09	19,629 17	12,464 80	123,314 47	487 56		8,251 15	11,491 95
77 Vancouver, Victoria & Eastern	17,954 10	8,167 65	3,582 28	60,850 11	347 22		5,473 46	1,356 80
78 Victoria Terminal Railway & Ferry Co	60 96	24 19		340 98			74 91	
79 Victoria & Sidney, B.C	1,061 61	424 69		5,272 33			1,251 68	
80 Wabash (in Canada)	99,692 53	17,519 99		20,785 33	4,672 39		1,780 13	
81 Wellington Colliery								
82 York & Carleton								
Final total	6,143,200 85	2,171,316 02	1,260,662 39	13,900,412 42	72,212 17	10,322 98	1,396,324 49	864,259 37

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	90	91	92	93	95	96	97	98
		TRANSPORTATION EXPENSES—*Continued.*							
		Yard Conductors and Brakemen.	Yard Switch and Signal Tenders.	Yard Supplies and Expenses.	Yard Enginemen.	Enginehouse Expenses—Yard.	Fuel for Yard Locomotives.	Water for Yard Locomotives.	Lubricants for Yard Locomotives.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts
1	Algoma Central & Hudson Bay	12,303 08	592 69	193 13	8,923 10	1,377 20	12,943 85	305 47	320 13
2	Atlantic, Quebec & Western								
3	Algoma Eastern								
4	Bay of Quinte		272 60	425 25					
5	Bedlington & Nelson								
6	Brandon, Saskatchewan & Hudson Bay								
7	British Yukon	509 52			705 77		840 74		16 20
8	Brockville, Westport & North Western								
9	Canada and Gulf Terminal								
10	Canada Southern	205,414 49	25,713 56	4,019 29	108,807 16	26,612 21	146,072 68	7,533 30	2,772 43
11	Canadian Government Ry. (Intercolonial)	194,512 26	14,762 17	21,629 70	163,086 18	39,461 02	237,669 99	12,896 73	3,380 31
12	" " (P. E. Island)	2,788 71		61 05	5,868 51	1,557 72	4,034 60	130 00	115 52
13	Canadian Northern	328,894 87	9,054 98	5,962 99	241,226 56	56,040 40	298,847 15	20,023 82	6,924 57
14	" " Ontario	22,962 78	475 94	84	15,027 46	4,119 97	8,934 86	228 73	484 84
15	" " Quebec	29,636 70	1,596 60	959 87	19,645 75		44,743 26	13 68	444 69
16	Canadian Pacific	2,134,581 34	113,960 57	48,509 23	1,319,945 29	488,015 71	1,508 323 92	74,581 42	17,655 39
17	Cape Breton	1,618 00							
18	Caraquet					465 00			
19	Central Ontario	2,569 86			2,063 10	562 39	3,844 70	85 41	126 37
20	Crow's Nest Southern								
21	Cumberland	9,433 08							
22	Dominion Atlantic				7,409 26	2,585 87	15,774 26	155 01	281 04
23	Eastern British Columbia								
24	Elgin & Havelock					592 58	286 00		
25	Essex Terminal		35 40						
26	Esquimalt & Nanaimo	10,633 36		1 71	7,399 42	725 49	4,270 84	229 20	81 48
27	Grand Trunk	911,469 68	91,382 03	12,358 27	552,030 24	99,342 24	649,403 80	22,020 63	9,381 89
28	Grand Trunk (Canada Atlantic)	50,515 59	3,073 81	457 96	30,186 94	8,232 73	44,310 01	1,769 19	768 63
29	Grand Trunk Pacific	101,540 62	9,369 44	2,059 47	61,336 73	17,386 48	139,794 14	4,624 67	4,179 96
30	Halifax & South Western	1,638 79		56 96	1,286 18	120 00	1,458 10	20 00	42 34
31	Hereford				431 95		506 52	26 46	3 48
32	Inverness Railway & Coal Co	2,329 03		71 66	1,918 14	590 12	2,917 49		109 29

33 Irondale, Bancroft & Ottawa								
34 International of New Brunswick								
35 Kent Northern								
36 Kettle Valley								
37 Kingston & Pembroke	867 68			787 91		709 50		21 77
38 Klondike Mines								
39 Lotbiniere & Megantic			40			21 75		
40 London & Port Stanley	11,304 35	197 61	126 72	6,328 60	2,705 85	3,352 38	148 29	45 79
41 Maine Central								
42 Manitoba Great Northern								
43 Maritime Coal, Railway & Power Co	882 61			1,253 87	432 95	2,028 75	128 99	76 76
44 Massawippi Valley								
45 Moncton & Buctouche								
46 Midland Railway of Manitoba	6,600 52	8 20	221 62	4,189 04	1,185 56	10,926 22	539 55	164 46
47 Montreal & Atlantic	12,142 44	291 85	240 87	7,867 12	1,675 62	7,092 33	255 46	172 97
48 Montreal & Province Line					202 14	2 10	8 15	
49 Montreal & Vermont Junction								
50 Morrissey, Fernie & Michel								
51 Napierville Junction			22 99		37 08	3,275 60		
52 Nelson & Fort Sheppard								
53 New Brunswick Coal & Railway Co								
54 New Brunswick & P. E. Island								
55 New Westminster Southern								
56 North Shore								
57 Ottawa & New York	1,192 32		16 50	934 39	166 95	1,158 72	24 50	30 30
58 Pere Marquette	23,425 99	632 95	379 70	16,773 08	6,298 67	32,349 18	1,263 01	433 96
59 Quebec Central	3,885 54			3,783 83	1,716 31	6,199 12		305 98
60 Quebec & Lake St. John	6,444 92		390 82	4,730 96		15,801 90		136 39
61 Quebec, Montreal & Southern	1,414 58	60 00	556 42	1,247 50	1,242 68	11,965 12	388 95	210 72
62 Quebec Oriental								
63 Quebec Railway, Light & Power Co	969 21	1,212 08	40 33	397 32	11 59	455 16	28 67	7 75
64 Red Mountain								
65 Rutland & Noyan	125 35	23 80	8 05	96 84	27 91	139 85	7 48	2 35
66 Salisbury & Albert								
67 Schomberg & Aurora								
68 Stanstead, Shefford & Chambly		415 88			215 96	2 10	46 03	
69 St. Clair Tunnel			1,630 72					
70 St. Lawrence & Adirondack								
71 St. Martins								
72 Sydney & Louisburg	44,324 13	767 88						
73 Temiscouata								
74 Temiskaming & Northern Ontario	33,454 69	1,584 74	811 14	18,496 09	6,313 30	36,434 46	1,102 83	680 17
75 Thousand Islands								
76 Toronto, Hamilton & Buffalo	45,889 92	2,110 53	283 43	36,458 61	4,459 01	62,019 50	1,713 52	327 88
77 Vancouver, Victoria & Eastern	13,980 42	646 20	90 73	8,746 92	1,350 72	15,123 27	366 81	144 51
78 Victoria Terminal Railway & Ferry Co								
79 Victoria & Sidney, B.C								
80 Wabash (in Canada)	3,254 17			2,917 02		2,875 80		Cr. 110 92
81 Wellington Colliery								
82 York & Carleton								
Final total	4,233,510 60	278,241 51	101,587 82	2,662,306 84	775,829 43	3,336,909 72	150,665 96	49,739 40

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	99	101	102	104	105	106	108	109
		TRANSPORTATION EXPENSES—*Continued.*							
		Other Supplies for Yard Locomotives.	Operating Joint Yards and Terminals—Dr.	Operating Joint Yards and Terminals—Cr.	Motormen.	Road Enginemen.	Enginehouse Expenses—Road.	Fuel for Road Locomotives.	Water for Road Locomotives.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay	94 93				11,763 43	4,961 01	27,395 53	1,420 61
2	Atlantic, Quebec & Western					4,827 85	853 21	19,157 83	703 17
3	Algoma Eastern		999 96			3,612 14	1,109 55	9,469 82	343 82
4	Bay of Quinte		578 55			14,146 87	885 67	44,575 01	1,023 88
5	Bedlington & Nelson					170 10	21 05	224 19	32 05
6	Brandon, Saskatchewan & Hudson Bay					7,224 81	2,052 82	10,725 01	966 61
7	British Yukon	7 04				4,876 60	1,839 72	11,717 43	498 84
8	Brockville, Westport & North Western					3,379 79	1,633 47	8,335 80	551 85
9	Canada and Gulf Terminal					2,141 42	829 50	5,442 59	331 14
10	Canada Southern	2,521 39	413,236 24	11,782 01		344,898 12	83,271 17	797,384 66	40,061 11
11	Canadian Government Ry. (Intercolonial)	2,201 17	124,782 08	54,204 50		710,420 84	282,904 72	2,119,623 96	66,786 41
12	" " (P. E. Island)	124 86				29,241 76	13,122 45	51,795 57	2,523 14
13	Canadian Northern	4,626 00	345,524 54	25,663 90		1,136,557 11	546,863 79	2,533,741 54	190,164 18
14	" " Ontario	94 00	2,809 77			70,856 54	25,525 17	176,668 74	8,188 25
15	" " Quebec	337 61	8,142 87	487 13		83,917 69	18,679 56	211,721 40	7,901 00
16	Canadian Pacific	39,843 25	300,872 79	179,517 47		5,387,629 48	1,647,426 70	11,122,013 51	564,343 34
17	Cape Breton					2,587 75		3,466 20	
18	Caraquet					960 00		13,291 92	
19	Central Ontario		4,643 27	1,069 98	318 75	18,346 51	6,578 01	48,381 31	1,891 64
20	Crow's Nest Southern					13,163 29	1,036 66	24,664 60	763 23
21	Cumberland					8,373 93	2,468 24	10,471 63	141 75
22	Dominion Atlantic	80 32	1,840 50			43,773 56	19,352 10	103,477 73	2,234 62
23	Eastern British Columbia					2,564 44	936 00	1,863 18	165 19
24	Elgin & Havelock							1,696 45	
25	Essex Terminal					3,449 10		2,145 25	
26	Esquimalt & Nanaimo	76 91	7,535 50			34,725 22	10,169 86	55,219 54	1,980 87
27	Grand Trunk	16,236 10	83,624 62	527,006 77		1,752,066 40	374,323 68	4,168,808 44	166,453 21
28	Grand Trunk (Canada Atlantic)	1,386 00	2,477 24	179 97		133,561 38	39,543 59	351,936 27	14,288 76
29	Grand Trunk Pacific	2,251 04	186,859 71	753 71		398,000 63	132,553 64	931,896 07	86,439 39
30	Halifax & South Western		35,383 85			30,532 25	8,508 11	88,596 86	2,307 01
31	Hereford		1,430 65			8,676 40	2,395 97	21,794 26	711 57
32	Inverness Railway & Coal Co	31 74				6,708 72	2,172 33	14,493 46	269 97

33	Irondale, Bancroft & Ottawa					1,292 10	471 53	4,590 44	105 18
34	International of New Brunswick					4,891 98	1,491 89	16,484 40	
35	Kent Northern					1,050 00		3,285 34	73 73
36	Kettle Valley					291 03		700 56	11 00
37	Kingston & Pembroke	13 68	1,776 27			5,660 55	2,261 72	15,180 08	451 01
38	Klondike Mines					5,252 25	1,739 28	10,110 06	374 40
39	Lotbiniere & Megantic					1,197 60	509 27	3,728 93	28 25
40	London & Port Stanley	36 46				11,469 27	3,926 62	22,311 04	1,077 78
41	Maine Central					2,403 37	562 68	4,074 75	139 46
42	Manitoba Great Northern		1,127 25			4,675 15	1,081 38	8,864 45	203 75
43	Maritime Coal, Railway & Power Co	50 16				3,193 48	1,081 26	4,834 81	518 25
44	Massawippi Valley		1,271 91			22,683 39	5,821 61	38,291 80	1,794 59
45	Moncton & Buctouche					1,394 80	419 75	3,672 41	30 00
46	Midland Railway Co. of Manitoba	170 65	11,772 91			24,106 83	7,116 92	63,738 16	1,477 62
47	Montreal & Atlantic	276 46	51,738 14			62,214 99	18,545 26	136,267 84	2,217 76
48	Montreal and Province Line		402 96			5,440 00	1,249 88	16,244 70	659 70
49	Montreal & Vermont Junction			318 95		5,840 75	105 56	13,621 07	1,071 99
50	Morrissey, Fernie & Michel					8,580 90	1,551 90	15,666 79	307 00
51	Napierville Junction			48 09		2,263 23	1,002 39	9,309 45	308 23
52	Nelson & Fort Sheppard		6,867 69	428 11		4,884 43	658 28	7,998 77	399 92
53	New Brunswick Coal & Ry Co					4,596 39		10,524 08	331 66
54	New Brunswick & P. E. Island					4,196 79		5,911 25	125 00
55	New Westminster Southern					2,713 85	Cr. 18 90	2,551 58	Cr. 58
56	North Shore						617 66	837 00	
57	Ottawa & New York	8 90	2,599 39	399 50		9,411 85	3,443 89	22,332 83	1,176 56
58	Pere Marquette	362 49	37,325 49			92,987 58	13,537 39	221,993 15	8,848 31
59	Quebec Central	59 91	4,835 79	229 26		79,755 07	14,065 78	250,802 57	560 00
60	Quebec & Lake St. John	76 95	140 00	3,285 47	4,938 45	58,773 70	21,443 43	176,287 19	7,564 16
61	Quebec, Montreal & Southern	135 09	435 00	904 00		14,254 44	6,825 48	53,269 77	3,665 91
62	Quebec Oriental					7,162 85	3,484 53	22,918 12	4 85
63	Quebec Railway, Light & Power Co	10 57				3,223 10	218 49	9,706 53	139 22
64	Red Mountain					1,971 84	445 97	3,119 47	185 93
65	Rutland & Noyan	3 01	131 26	118 07		707 39	213 61	1,467 24	43 82
66	Salisbury & Albert					2,509 50	7 75	6,390 79	
67	Schomberg & Aurora					2,646 03	822 94	2,452 53	
68	Stanstead, Shefford & Chambly		450 08			4,993 98	1,301 75	19,692 71	547 91
69	St. Clair Tunnel					14,232 75			
70	St. Lawrence & Adirondack		56,155 61	240 00		35,161 36	6,654 27	113,967 71	1,630 63
71	St. Martins					1,064 85	431 71	2,266 60	
72	Sydney & Louisburg					48,680 55	11,537 33	62,057 75	2,803 46
73	Temiscouata					10,528 95		33,448 82	954 33
74	Temiskaming & Northern Ontario	282 07	6,723 30	71,250 31		69,724 58	39,268 79	214,673 14	15,612 21
75	Thousand Islands					2,594 30	69 60	4,578 91	
76	Toronto, Hamilton & Buffalo	310 76		100,708 58		47,385 01	22,961 89	95,192 66	7,047 06
77	Vancouver, Victoria & Eastern	211 23	426 08			49,923 47	9,389 59	85,404 69	4,187 50
78	Victoria Terminal Railway & Ferry Co					277 96	47 07	646 12	9 78
79	Victoria & Sidney, B.C					4,354 90	739 02	10,123 80	154 32
80	Wabash (in Canada)	99	323,182 54	962 97		122,359 60	24,004 59	244,098 28	13,404 05
81	Wellington Colliery					8,465 52		20,930 00	50 00
82	York & Carleton					1,080 00		598 00	
	Final total	71,921 74	2,028,103 81	979,558 75	5,257 20	11,157,678 39	3,463,128 56	25,089,444 90	1,243,782 32

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	110	111	112	113	114	115	116	117
		TRANSPORTATION EXPENSES—*Continued.*							
		Lubricants for Road Locomotives.	Other supplies for Road Locomotives.	Operating Power Plants.	Purchased Power.	Road Trainmen.	Train Supplies and Expenses.	Interlockers, Block and other Signals—Operation.	Crossing Flagmen and Gatemen.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay	650 16	258 27			14,317 67	3,842 18	39 45	385 70
2	Atlantic, Quebec & Western	641 71	202 08			5,003 75	1,076 55		
3	Algoma Eastern	176 91	101 68			4,428 00	794 66	377 46	
4	Bay of Quinte	953 69	218 11			16,454 61	1,346 24	1,746 28	
5	Bedlington & Nelson	4 50	1 71			222 05			
6	Brandon, Saskatchewan & Hudson Bay	171 82	266 36			8,195 89	2,563 28	5,227 76	9 45
7	British Yukon	183 39	74 53			4,944 52	768 58		
8	Brockville, Westport & North Western	150 68	48 62			4,060 30	699 60		
9	Canada and Gulf Terminal		340 85			2,245 53	352 41		
10	Canada Southern	12,444 23	7,917 83			361,578 16	67,048 15	43,472 33	7,908 86
11	Canadian Government Ry. (Intercolonial)	31,287 48	18,914 89			903,283 06	222,790 43	10,546 56	16,172 36
12	" " (P. E. Island)	1,048 33	1,144 28			38,360 48	9,509 86	143 70	505 79
13	Canadian Northern	64,368 05	43,406 87			1,152,998 24	398,181 04	39,620 39	7,163 07
14	" " Ontario	6,307 98	2,202 23			68,173 88	22,817 43	8,130 42	3,772 50
15	" " Quebec	3,087 38	3,174 60			81,038 90	18,508 14	7,252 72	7,384 19
16	Canadian Pacific	175,002 35	271,677 95			5,594,725 84	2,261,707 37	67,301 85	42,440 64
17	Cape Breton	228 00					70 11		
18	Caraquet	560 12	180 44			6,416 40	380 00		
19	Central Ontario	721 24	65 74			21,672 33	1,630 30	142 18	467 44
20	Crow's Nest Southern	327 42	193 23			13,110 58	3,915 00		
21	Cumberland	589 49	132 35				9 66		10 34
22	Dominion Atlantic	1,859 95	697 05			56,358 82	14,642 77	202 14	427 36
23	Eastern British Columbia	494 39	381 47			2,843 87	388 08		
24	Elgin & Havelock	233 17	118 11			1,315 34	4 50		
25	Essex Terminal		50 99			5 85		988 47	
26	Esquimalt & Nanaimo	722 97	627 56			40,588 77	7,586 65		
27	Grand Trunk	53,413 97	76,136 28			1,964,282 98	501,819 56	17,956 42	86,312 33
28	Grand Trunk (Canada Atlantic)	3,603 36	8,327 86			157,899 42	44,599 49	1,470 76	4,561 50
29	Grand Trunk Pacific	19,887 19	11,537 73	2,432 75	3 96	348,951 33	131,398 02	17,102 24	1,154 29
30	Halifax & South Western	1,624 29	682 19			31,292 24	8,577 79	4 36	156 50
31	Hereford	235 67	248 86			9,337 97	2,269 32	13 12	
32	Inverness Railway & Coal Co	576 57	313 70			7,668 33	2,267 07		

33	Irondale, Bancroft & Ottawa	69 89	7 35			1,383 20	32 10			
34	International of New Brunswick	612 82	343 86			4,740 05	532 63			
35	Kent Northern	248 46				1,349 60	78 10			
36	Kettle Valley	12 00	24 29			354 22	16 16			
37	Kingston & Pembroke	236 08	301 33			6,515 43	1,372 41	518 00	54 00	
38	Klondike Mines	252 43	299 12			6,575 15	150 55			
39	Lotbiniere & Megantic	68 90	2 90			1,915 42	93 80			
40	London & Port Stanley	445 09	416 45			12,722 72	896 35		80 74	
41	Maine Central	26 76	30 44			1,838 47	394 14			
42	Manitoba Great Northern	49 90	123 85			6,174 25	1,882 30	6,437 78		
43	Maritime Coal, Railway & Power Co	242 23	158 31			4,020 64	176 94			
44	Massawippi Valley	433 38	484 74			25,946 17	4,626 76	139 02	105 15	
45	Moncton & Buctouche	231 66	34 09			1,727 53	5 47	836 13		
46	Midland Railway Co. of Manitoba	688 42	638 51			21,802 47	6,740 30	Cr. 227 11		
47	Montreal & Atlantic	1,779 34	2,976 18			66,763 14	13,706 86	2,717 13	453 09	
48	Montreal & Province Line	218 88	123 70			6,683 33	2,497 28	74 24		
49	Montreal & Vermont Junction	128 85	24 82			3,322 33	2,677 33	66 21		
50	Morrissey, Fernie & Michel		1,356 59		4,777 15	13,888 26	185 09	3,558 68		
51	Napierville Junction	81 24	87 16			2,258 61	518 37	1,118 13		
52	Nelson & Fort Sheppard	141 95	217 23			4,688 25	2,048 18			
53	New Brunswick Coal & Railway Co	289 44	111 37			5,660 33				
54	New Brunswick & P. E. Island	121 75				4,365 59	531 69			
55	New Westminster Southern	21 01	40 27			3,424 59	958 73			
56	North Shore	61 63								
57	Ottawa & New York	386 07	111 59			11,325 51	1,398 42	3,552 93	9 91	
58	Pere Marquette	4,091 10	3,905 96			107,006 78	25,483 15	3,851 73	1,787 03	
59	Quebec Central	4,987 80	700 82			82,255 57	13,810 23			
60	Quebec & Lake St. John	2,614 49	2,343 84			61,883 95	11,469 24	78 51	1,560 26	
61	Quebec, Montreal & Southern	982 64	646 63			13,885 77	11,693 32	3,309 59		
62	Quebec Oriental	900 79	82 54			7,728 55	1,252 06			
63	Quebec Railway, Light & Power Co	113 63	64 61			4,945 89	1,261 28			
64	Red Mountain	33 82	13 81			2,557 48	301 59			
65	Rutland & Noyan	31 12	21 49			702 94	164 36	58	8 06	
66	Salisbury & Albert	194 18	81 62			1,820 00	126 46			
67	Schomberg & Aurora	271 32						994 25		
68	Stanstead, Shefford & Chambly	247 78	109 39			5,262 41	2,522 46	32 02		
69	St. Clair Tunnel		23,692 12			15,479 94	14 75			
70	St. Lawrence & Adirondack	1,298 61	596 83			38,667 31	9,949 57	1,986 02	54 55	
71	St. Martins	67 44	40 60			2,181 03	387 00			
72	Sydney & Louisburg	3,640 91	3,086 48				1,163 42		386 55	
73	Temiscouata	507 79	420 11			11,123 17	1,972 80			
74	Temiskaming & Northern Ontario	3,611 54	1,396 14			80,984 43	23,699 29			
75	Thousand Islands	254 76	74 32			1,245 41	104 72			
76	Toronto, Hamilton & Buffalo	1,244 27	1,289 89			50,883 69	23,593 39	4,726 68	7,797 97	
77	Vancouver, Victoria & Eastern	1,066 75	819 94			52,369 96	13,549 71	4,428 72	754 50	
78	Victoria Terminal Railway & Ferry Co	16 65	2 51			303 59	39 79			
79	Victoria & Sidney, B.C	261 94	40 18			4,724 51	659 75			
80	Wabash (in Canada)	4,568 16	4,919 73			126,435 66	42,229 15			
81	Wellington Colliery		876 23			7,664 24				
82	York & Carleton		60 19			600 00				
	Final total	420,412 13	502,844 55	2,432 75	4,781 11	11,821,932 65	3,958,531 69	259,937 85	191,884 13	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	118	119	121	122	123	124	126	127
		TRANSPORTATION EXPENSES—*Continued.*							
		Drawbridge Operation.	Clearing Wrecks.	Telegraph and Telephone—Operation.	Operating Floating Equipment.	Express Service.	Stationery and Printing.	Other Expenses.	Loss and damage—Freight.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay		3,051 89	1,186 26			1,099 71	2,424 50	90 32
2	Atlantic, Quebec & Western						91 50	138 63	81 43
3	Algoma Eastern		449 37	1 00			225 79	84 30	7 71
4	Bay of Quinte		2,164 19	5 37			1,497 72	35 50	571 24
5	Bedlington & Nelson		1 71	12			23 65	53 48	16
6	Brandon, Saskatchewan & Hudson Bay		24 14	208 99			268 34	313 14	155 82
7	British Yukon		209 89	1,007 09			352 18	939 30	14 72
8	Brockville, Westport & North Western		734 55				420 95	10 20	50 99
9	Canada and Gulf Terminal		334 36				522 13	1,042 77	187 88
10	Canada Southern	2,933 15	6,691 61	22,714 29	1,187 50		30,563 88	2,741 79	66,668 51
11	Canadian Government Ry. (Intercolonial)	3,954 10	29,744 88	14,041 48	51,267 49		69,284 88	41,547 87	59,494 56
12	" " (P. E. Island)	682 04	1,913 45	8,510 78	256 94		6,312 17	69 50	404 48
13	Canadian Northern	1,077 40	117,262 79				86,242 67	6,880 94	145,136 05
14	" " Ontario	1,693 29	14,306 43	902 25			9,139 33	1,140 15	4,146 93
15	" " Quebec	222 64	11,540 34				10,141 64	1,634 97	7,676 41
16	Canadian Pacific	13,147 44	318,034 02	233,253 59	59,763 20		376,507 35	89,992 61	1,364,255 44
17	Cape Breton			26 17				326 18	2 24
18	Caraquet			823 03			90 00	3,237 82	208 03
19	Central Ontario		368 88	15 00			728 61		501 12
20	Crow's Nest Southern		1,376 97	175 25			431 69	13,366 26	1,278 99
21	Cumberland			51 32			599 14	2,593 37	44 49
22	Dominion Atlantic	1,620 78	2,614 74	36 09			4,845 18	297 15	3,291 15
23	Eastern British Columbia		392 55				400 59		54 34
24	Elgin & Havelock							37 88	
25	Essex Terminal		114 90	36 20			72 25	2,060 91	
26	Esquimalt & Nanaimo	2,580 06	4,475 88	10 42	3 80		7,760 54	846 68	2,973 73
27	Grand Trunk	17,437 66	81,807 88	40,526 50	120,179 49		146,214 90	151,742 10	248,998 88
28	Grand Trunk (Canada Atlantic)	5,372 96	10,909 40	1,388 43			10,423 04	3,245 64	10,717 03
29	Grand Trunk Pacific	2,944 14	25,928 77	18,328 46		59,560 95	29,588 94	1,231 60	53,448 88
30	Halifax & South Western	158 32	1,254 54	170 30		6,343 34	2,445 57		Cr. 516 26
31	Hereford		57 06				664 55	53 21	1,070 97
32	Inverness Railway & Coal Co		1,162 03	196 43			224 04		36 47

33	Irondale, Bancroft & Ottawa		1 05			1 05	36 04	40 70	
34	International of New Brunswick		294 95	322 09			284 12	7,567 24	42 04
35	Kent Northern			259 45			61 40		
36	Kettle Valley						13 25		
37	Kingston & Pembroke		274 33				707 14		291 71
38	Klondike Mines						136 40	537 75	
39	Lotbiniere & Megantic						136 57		
40	London & Port Stanley	5 75	330 65	290 98			1,029 19		1,814 97
41	Maine Central						109 67	8 78	217 90
42	Manitoba Great Northern		156 40	128 79			208 89	256 90	159 95
43	Maritime Coal, Railway & Power Co		84 67	43 12			134 07		95
44	Massawippi Valley		3 35	149 88			297 97	19 65	180 24
45	Moncton & Buctouche							332 63	36 53
46	Midland Railway Co. of Manitoba		160 80	619 54			2,486 71	451 55	4,940 04
47	Montreal & Atlantic		1,168 63				5,834 20	120 72	3,628 20
48	Montreal & Province Line	440 00	779 46	124 93			411 58	7 20	1,582 70
49	Montreal & Vermont Junction	80 00	242 68	210 74			1,029 84	Cr. 1 16	3,432 83
50	Morrissey, Fernie & Michel		2,635 66					405 00	
51	Napierville Junction		255 92	30 49			539 59	7 58	112 23
52	Nelson & Fort Sheppard		195 57	2,755 74			232 50	257 14	183 38
53	New Brunswick Coal & Railway Co		79 08						73 48
54	New Brunswick & P. E. Island								86 18
55	New Westminster Southern		3 04	40 29			100 72	146 92	177 34
56	North Shore								
57	Ottawa & New York	597 04	873 80	1,899 52			1,739 21	480 89	454 07
58	Pere Marquette	441 59	1,502 15	3,912 50	21,993 27		9,224 40	547 24	33,066 32
59	Quebec Central		2,169 91	3,561 45			6,321 60	16,588 99	2,735 56
60	Quebec & Lake St. John	213 12	4,182 17				3,959 63	726 75	2,073 91
61	Quebec, Montreal & Southern	520 52	589 69	414 41			3,081 85	968 74	2,960 86
62	Quebec Oriental		36 50	5 56			190 00	377 33	189 04
63	Quebec Railway, Light & Power Co	152 54	20 90				740 58	16 74	43 80
64	Red Mountain		9 50	12 73			29 27	52 16	14 51
65	Rutland & Noyan	18 52	26 18	6 45			43 03	2 67	79 02
66	Salisbury & Albert		47 05	13 40			60 80	31 96	3 32
67	Schomberg & Aurora							662 24	
68	Stanstead, Shefford & Chambly	903 25	385 46	269 33			414 08	4 43	146 11
69	St. Clair Tunnel								2,552 80
70	St. Lawrence & Adirondack		1,045 59	63 20			1,737 09	450 54	2,959 90
71	St. Martins			105 91			69 25	314 03	
72	Sydney & Louisburg		768 29	913 02			3,667 04	10,413 25	513 57
73	Temiscouata		600 20				1,462 23	23 55	107 40
74	Temiskaming & Northern Ontario		2,878 49	2,787 78			9,068 77	709 83	2,952 32
75	Thousand Islands		28 45			730 00	183 10	Cr. 298 32	
76	Toronto, Hamilton & Buffalo		2,704 07	572 96			8,734 16	645 71	6,453 23
77	Vancouver, Victoria & Eastern	2,436 74	1,465 76	1,976 67	27,696 40		1,457 20	3,208 02	3,285 25
78	Victoria, Terminal Railway & Ferry Co		29 04						47 57
79	Victoria & Sidney, B.C		455 99						769 24
80	Wabash (in Canada)		7,264 55	1,604 02			4,054 68	33,665 53	53,176 29
81	Wellington Colliery							657 35	
82	York & Carleton						10 75		
	Final total	59,633 05	670,677 20	366,709 72	282,348 09	66,635 34	867,221 50	408,496 68	2,102,597 47

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	128	129	130	131	134	135	138	139
		TRANSPORTATION EXPENSES—*Concluded.*							GENERAL EXPENSES.
		Loss and damage —Baggage.	Damage to Property.	Damage to Stock on Right of Way.	Injuries to Persons.	Operating Joint Tracks—Dr.	Operating Joint Tracks—Cr.	Total Transportation Expenses.	Salaries and Expenses of General Officers.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay		1,096 85	1 05	119 00			134,880 45	6,150 89
2	Atlantic, Quebec & Western		212 00	78 00				39,656 96	3,233 96
3	Algoma Eastern				3 51			25,466 51	2,127 15
4	Bay of Quinte	9 17		10 00	6,499 23	7,800 00	1,894 75	122,401 49	3,889 69
5	Bedlington & Nelson	Cr. 1 53			03			810 20	49 50
6	Brandon, Saskatchewan & Hudson Bay	Cr. 6 10	5 48	140 23	19 16			50,113 30	587 40
7	British Yukon				149 43			46,888 22	4,577 12
8	Brockville, Westport & North Western			85 00				25,231 86	1,005 73
9	Canada and Gulf Terminal				93 75	903 37		17,843 95	1,848 46
10	Canada Southern	1,279 82	1,862 03	832 02	40,565 73	23,966 15	32,346 16	3,220,775 43	30,663 87
11	Canadian Government Ry. (Intercolonial)	708 50	12,484 19	5,489 24	33,346 14	12,010 86		6,688,412 12	29,474 71
12	" " (P. E. Island)	99 65	1,067 00	741 68	2 00			261,944 03	2,454 79
13	Canadian Northern	515 66	77,980 64	12,936 37	58,077 37		9,392 48	9,692,154 81	57,532 26
14	" " Ontario	348 35	786 02	1,109 51	7,345 39	24,041 25		645,313 31	8,732 47
15	" " Quebec	204 00	492 95	312 65	8,942 43	3,300 00	300 00	742,960 14	5,984 83
16	Canadian Pacific	16,391 47	129,304 77	33,281 77	436,586 20	26,458 50	16,768 18	46,074,299 26	350,710 13
17	Cape Breton	71 10						9,713 81	2,906 50
18	Caraquet			76 00	6 00			30,235 57	3,796 08
19	Central Ontario		109 35	342 00	Cr. 35 00	2,755 35		135,193 61	3,866 18
20	Crow's Nest Southern	Cr. 6 11	7 97	618 52	112 58			85,227 90	1,056 08
21	Cumberland			35 00	2 50			44,247 23	450 00
22	Dominion Atlantic	59 95	805 91	248 85	680 44			358,538 65	9,152 30
23	Eastern British Columbia							14,053 80	
24	Elgin & Havelock			67 00				4,764 03	
25	Essex Terminal		10 56					12,733 11	316 25
26	Esquimalt & Nanaimo	4 15	50 00	270 57	233 60			273,616 47	
27	Grand Trunk	7,028 74	12,982 47	14,382 27	164,372 37	11,384 83	154,146 02	15,360,639 45	195,595 33
28	Grand Trunk (Canada Atlantic)	350 06	1,148 04	1,117 53	13,884 69	590 00	1,163 10	1,263,013 36	9,851 62
29	Grand Trunk Pacific	1,450 29	1,293 59	1,130 72	11,740 06	2,089 73		3,441,638 99	52,498 25
30	Halifax & South Western	84 95	2,823 86	60 00				259,678 06	6,122 92
31	Hereford	7 00	223 00	6 82	538 66			58,571 06	902 96
32	Inverness Railway & Coal Co			71 00	756 65			51,748 18	1,350 86

33	Irondale, Bancroft & Ottawa								11,067 42	1 27
34	International of New Brunswick		2 00						42,689 45	2,082 40
35	Kent Northern								7,931 23	1,500 00
36	Kettle Valley								1,617 45	196 65
37	Kingston & Pembroke		84 25	111 98					48,159 94	1,628 36
38	Klondike Mines								30,855 19	9,377 00
39	Lotbiniere & Megantic						10 00	600 00	8,224 19	1,502 20
40	London & Port Stanley	11 96	80 85	260 25	1,899 15	122 61	2,596 55		98,437 95	575 72
41	Maine Central								10,430 65	148 98
42	Manitoba Great Northern	Cr. 3 06	366 54	198 31	104 08				40,081 57	392 32
43	Maritime Coal, Railway & Power Co			20 36		90 00			21,544 45	1,320 00
44	Massawippi Valley	181 25	13 54	82 50	4,613 58	714 06			139,541 51	997 29
45	Moncton & Buctouche			304 50					10,340 50	1,950 00
46	Midland Railway Co. of Manitoba	50 32	180 24	412 70	3,855 12	14,756 84			256,781 10	1,495 71
47	Montreal & Atlantic	8 00	7,346 35	280 50	6,458 66	539 82			508,398 04	
48	Montreal & Province Line		874 00	147 00	10,746 39	15 00			56,643 43	52 019
49	Montreal & Vermont Junction	35		37 88	431 52				38,695 69	1,386 71
50	Morrissey, Fernie & Michel								56,882 60	4,145 00
51	Napierville Junction	Cr. 61		163 28	1,227 36				25,750 83	244 99
52	Nelson & Fort Sheppard	Cr. 1 94	455 22	371 46	76 73				37,633 69	643 97
53	New Brunswick Coal & Railway Co		887 75	184 00					26,982 46	2,418 89
54	New Brunswick & P. E. Island			85 20					16,937 10	1,500 00
55	New Westminster Southern	Cr. 1 53	8 33	17 98	4 20				10,852 87	280 79
56	North Shore								1,516 29	
57	Ottawa & New York	6 80	21 42	132 42	53 80	1,803 75			96,706 47	1,492 41
58	Pere Marquette	47 92	2,247 39	1,602 04	16,725 94	20,600 64	65 86		839,042 77	5,121 49
59	Quebec Central	76 02	94 00	959 20	1,083 04	23,244 65			634,232 38	18,927 26
60	Quebec & Lake St. John	71 00	30 00	201 50	4,052 43	300 00	300 00		455,863 60	3,862 51
61	Quebec, Montreal & Southern	1 00	2,139 09	8 00	176 20	704 00	3,756 19		167,057 38	3,434 86
62	Quebec Oriental			122 50	89 00				51,368 59	3,234 21
63	Quebec Railway, Light & Power Co			49	187 14				31,932 70	1,026 49
64	Red Mountain		13 09	105 70	21 26				13,316 85	69 50
65	Rutland & Noyan	1 55	5 45	4 21	168 36	35 99	3 22		5,072 41	71 44
66	Salisbury & Albert			98 00					12,860 13	1,503 25
67	Schomberg & Aurora				861 55				8,733 86	
68	Stanstead, Shefford & Chambly	14	186 00	195 75	373 90	13 86			50,482 95	522 07
69	St. Clair Tunnel				72 62				66,716 41	
70	St. Lawrence & Adirondack	50 44	414 47	251 42	1,504 80	9,729 27			313,606 34	1,385 17
71	St. Martins								7,694 42	360 00
72	Sydney & Louisburg			90 00	653 90				259,154 19	2,852 77
73	Temiscouata			37 50	99 45				78,513 31	6,997 40
74	Temiskaming & Northern Ontario	Cr. 68 22		845 75	1,420 04				674,326 88	19,227 97
75	Thousand Islands		2 75						15,543 72	2,189 24
76	Toronto, Hamilton & Buffalo	6 72	506 25	1,219 00	5,392 33	9,764 37	38 68		526,586 31	16,757 38
77	Vancouver, Victoria & Eastern	13 29	327 85	2,947 68	13,137 00				400,711 10	3,460 48
78	Victoria Terminal Railway & Ferry Co	3 87	9 18	13 77	9 23				1,896 21	
79	Victoria & Sidney, B.C	60 63	143 82	215 73	144 72				29,797 25	
80	Wabash (in Canada)	77 66	4,735 43	1,520 27	19,381 71	121,928 84	47 71		1,205,294 96	12,392 04
81	Wellington Colliery								38,643 34	
82	York & Carleton								2,348 94	
	Final total	29,192 68	265,921 94	86,692 63	879,067 13	319,673 74	223,418 90		96,688,264 42	936,084 67

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	140	141	142	143	144	145	146	148	150
		GENERAL EXPENSES—*Continued.*								
		Salaries and Expenses of Clerks and Attendants.	General Office Supplies and Expenses.	Law Expenses.	Insurance.	Relief Department Expenses.	Pensions.	Stationery and Printing.	Other Expenses.	General Administration—Joint Tracks, Yards and Terminals. Dr.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay	5,078 07	3,051 99	2,201 56	7,712 53	261 73		1,031 88	8,348 50	
2	Atlantic, Quebec & Western	1,262 25	66 88		850 00			50 00	8,418 98	
3	Algoma Eastern	1,535 92	830 84	1,062 95	739 20	68 56		92 62	1,644 85	
4	Bay of Quinte	1,912 42	508 69	1,285 84	1,796 36			353 95	127 40	
5	Bedlington & Nelson	33 91	Cr. 02	586 45	151 38				14 20	
6	Brandon, Saskatchewan & Hudson Bay	1,142 42	95 60	1,582 26	985 81		2 56	116 60	182 89	
7	British Yukon	3,294 11	2,974 89	14 43	1,409 73			121 63	267 06	
8	Brockville, Westport & North Western	966 97	299 98	499 92	399 97			69 65	31 56	
9	Canada and Gulf Terminal		3,161 26	120 00	265 88			37 15		
10	Canada Northern	75,814 45	8,392 33	31,234 59	3,098 80		10,911 91	10,884 72	2,369 29	184 53
11	Canadian Government Ry. (Intercolonial)	108,002 91	5,859 36	21,179 76		9,400 00	83,941 46	19,669 99	5,869 89	
12	" " (P. E. Island)	7,353 02	230 40	171 25		5,259 43		701 51	358 56	
13	Canadian Northern	211,484 10	24,033 23	57,988 45	204,988 75			28,459 14	81,587 68	8,343 76
14	" " Ontario	16,470 44	5,499 97	3,781 69	15,424 91			2,340 85	1,030 40	
15	" " Quebec	14,739 77	2,354 10	8,238 43	10,301 93			1,501 92	16,697 94	
16	Canadian Pacific	657,209 23	191,438 24	374,511 55	515,000 00			103,972 19	378,508 55	
17	Cape Breton				410 49			149 20	27 00	
18	Caraquet	620 00	120 00		310 75			210 00	1,172 39	
19	Central Ontario	3,221 66	921 07	100 60	1,030 62			149 88	2 82	
20	Crow's Nest Southern	1,935 56	138 36	3,262 30	1,505 83		3 82	187 42	287 89	
21	Cumberland	263 12	973 77		749 40				632 05	
22	Dominion Atlantic	12,389 33	1,536 49	1,233 33	3,352 60		4,827 38	2,033 44	1,222 92	
23	Eastern British Columbia	652 04		163 80	231 71			24 65	44 40	
24	Elgin & Havelock	740 05		43 40				69 00	30 57	
25	Essex Terminal			276 98	180 00			56 25	4 68	
26	Esquimalt & Nanaimo	125 00	15 00	385 05	3,492 93			134 60	912 22	
27	Grand Trunk	325,709 84	48,875 56	88,594 94	110,775 92	11,872 92	102,219 64	44,677 07	62,213 56	442 58
28	Grand Trunk (Canada Atlantic)	29,148 24	1,785 73	1,636 11	18,167 21		999 98	3,320 12	930 35	
29	Grand Trunk Pacific	42,945 66	15,896 83	17,735 05	6,829 30			10,710 31	21,546 78	1,422 23
30	Halifax & South Western	9,059 41	1,796 35	430 50	3,673 52			996 86	193 41	
31	Hereford	1,794 91	146 61	539 27	644 07		89 57	245 88	241 85	
32	Inverness Railway & Coal Co	3,517 60	617 35	108 70	1,030 92			416 60	241 32	

33	Irondale, Bancroft & Ottawa	1,209 92	128 54	2 00	112 92			187 32	19 42		
34	International of New Brunswick	1,458 40	190 72	150 60	905 75			155 66	52 65		
35	Kent Northern				125 00			20 00			
36	Kettle Valley	20 00	12 80					24 40	165 29		
37	Kingston & Pembroke	816 60	10 29	521 40	2,930 52			95 50	1,131 36		
38	Klondike Mines	2,825 50	782 87	50 00	442 50			90 76	225 18		
39	Lotbiniere & Megantic	1,420 47	344 57		1,047 53		1,836 73	37 42	36 45		
40	London & Port Stanley	3,443 50	340 71	982 38	1,199 28			326 47	151 03		
41	Maine Central	291 31	26 03	90 74				42 91	42 65		
42	Manitoba Great Northern	880 04	63 15	1,440 37	1,122 88		1 65	84 49	119 35	22 19	
43	Maritime Coal, Railway & Power Co	600 00	23 06					91 12			
44	Massawippi Valley	4,751 55	16 79	3,089 36	1,530 29				1 25		
45	Moncton & Buctouche		223 31					211 46	278 29		
46	Midland Railway Co. of Manitoba	3,473 60	247 28	2,169 95	1,385 19		3 82	402 42	753 52	2,859 90	
47	Montreal & Atlantic	26,618 39		2,235 92	2,316 32				351 34		
48	Montreal & Province Line	777 58	25 26	210 59	316 77			143 03	24 61		
49	Montreal & Vermont Junction	1,948 66	63 21	505 58	792 52			357 61	64 04		
50	Morrissey, Fernie & Michel	1,210 00			1,176 00			589 20	2,936 36	11,764 80	
51	Napierville Junction	960 75	58 89	86 50	112 50			160 53	324 59		
52	Nelson & Port Sheppard	1,086 37	83 08	2,240 82	583 30		2 27	100 62	176 12		
53	New Brunswick Coal & Railway Co	1,260 00			251 15				137 72	9,959 39	
54	New Brunswick & P. E. Island	400 00							800 00		
55	New Westminster Southern	516 47	32 33	918 85	235 62		91	46 71	66 52		
56	North Shore		27 68								
57	Ottawa & New York	3,535 83	748 45	1,665 23	755 64		32 49	260 46	245 21	1 92	
58	Pere Marquette	33,592 28	3,021 49	8,718 96	9,423 47			2,914 31	1,347 73		
59	Quebec Central	10,428 04	3,314 25	542 40	7,200 00			1,918 91	27,016 66		
60	Quebec & Lake St. John	12,216 54	1,895 57	6,817 80	5,009 60			1,352 94	11,860 42		
61	Quebec, Montreal & Southern	9,394 97	720 49	3,828 68	2,000 00			621 98	475 83		
62	Quebec Oriental	1,270 75	260 24		422 24			173 45	241 39		
63	Quebec Railway, Light & Power Co	2,704 33	282 32	141 73	960 79			214 58	2,831 74		
64	Red Mountain	146 40	5 04	398 44	290 59		14	26 97	27 22		
65	Rutland & Noyan	312 42	48 07	111 32	80 66			33 59	18 14	08	
66	Salisbury & Albert		28 82	130 55	54 50				1,638 70		
67	Schomberg & Aurora	120 00	53 33	33 95	15 75			25 98			
68	Stanstead, Shefford & Chambly	773 18	25 17	315 54	317 02			143 03	30 12		
69	St. Clair Tunnel				1,544 30				125 26		
70	St. Lawrence & Adirondack	6,509 39	1,510 10	966 73	403 60		28 19	691 48	79 83		
71	St. Martins	420 00	20 12	12 00	75 50			18 38	120 20		
72	Sydney & Louisburg	6,025 67	15,191 98	38	2,038 27	1,978 25			612 36		
73	Temiscouata	1,050 15	1,132 09	281 91	1,320 74			442 19	3,360 65	540 00	
74	Temiskaming & Northern Ontario	35,236 20	4,914 18	7,175 00	33,306 09			3,290 80	420 94		
75	Thousand Islands	613 19	722 10	30 50	394 91			218 20	2 90		
76	Toronto, Hamilton & Buffalo	13,457 22	1,346 60	3,557 51	1,361 47			1,723 22	612 84		
77	Vancouver, Victoria & Eastern	6,639 62	470 80	10,903 02	10,446 63		13 09	610 21	946 38		
78	Victoria Terminal Railway & Ferry Co	199 17	29 00	1 56	8 67			41 27			
79	Victoria & Sidney, B.C	3,022 69	245 09	116 89	135 83			648 47			
80	Wabash (in Canada)	38,498 34	6,320 47	13,350 33	3,715 66			2,471 95	449 67	1,352 00	
81	Wellington Colliery										
82	York & Carleton				5 00						
	Final total	1,780 557 90	366,627 20	693,214 65	1,013,383 49	28,840 89	204,915 61	253.795 11	655,483 89	36,893 38	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	151	153	154	155	156	157	158	160
		GENERAL EXPENSES—*Conc.*		RECAPITULATION OF EXPENSES.					
		General Administration—Joint Tracks, Yards and Terminals. Cr.	Total General Expenses.	Maintenance of Way and Structures.	Maintenance of Equipment	Traffic Expenses.	Transportation Expenses.	General Expenses.	Total Operating Expenses.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay		33,837 15	102,997 01	56,433 29	4,382 41	134,880 45	33,837 15	332,530 31
2	Atlantic, Quebec & Western		13,882 07	29,876 56	7,015 42		39,656 96	13,882 07	90,431 01
3	Algoma Eastern		8,102 09	24,114 39	14,827 53	1,155 10	25,466 51	8,102 09	73,665 62
4	Bay of Quinte		9,874 35	40,647 13	46,674 49	1,453 81	122,401 49	9,874 35	221,051 27
5	Bedlington & Nelson		835 42	5,879 73	710 21		810 20	835 42	8,235 56
6	Brandon, Saskatchewan & Hudson Bay		4,695 54	45,594 23	13,678 63	3,631 10	50,113 30	4,695 54	117,712 80
7	British Yukon		12,658 97	24,863 22	10,239 81	5,696 90	46,888 22	12,658 97	100,347 12
8	Brockville, Westport & North Western		3,273 78	18,410 02	3,265 90	967 98	25,231 86	3,273 78	51,149 54
9	Canada and Gulf Terminal		5,432 75	6,937 61	5,512 53		17,843 95	5,432 75	35,726 84
10	Canada Southern		173,554 49	914,823 39	1,143,921 19	224,937 78	3,220,775 43	173,554 49	5,678,012 28
11	Canadian Government Ry. (Intercolonial)		283,398 08	2,150,119 12	3,141,980 25	246,402 16	6,688,412 12	283,398 08	12,510,311 73
12	" " (P. E. Island)		16,528 99	144,767 51	88,278 00	1,218 16	261,944 03	16,528 99	512,736 69
13	Canadian Northern	1,923 90	672,493 47	3,224,929 82	3,133,932 69	427,951 40	9,692 154 81	672,493 47	17,151,462 19
14	" " Ontario		53,280 73	333,609 26	165,092 57	32,917 96	645,313 31	53,280 73	1,230,213 83
15	" " Quebec		59,818 92	346,867 68	200,363 90	35,336 50	742,960 14	59,818 92	1,385,347 14
16	Canadian Pacific		2,571,349 89	18,498,741 05	17,198,573 38	3,376,980 85	46,074,299 26	2,571,349 89	87,719,944 43
17	Cape Breton		3,493 19	6,202 33	1,909 11	72 40	9,713 81	3,493 19	21,390 84
18	Caraquet		6,229 22	20,409 60	7,234 96	633 15	30,235 57	6,229 22	64,742 50
19	Central Ontario		9,292 83	72,581 75	22,820 97	3,135 40	135,193 64	9,292 83	243,024 59
20	Crow's Nest Southern		8,377 26	94,045 70	29,981 19	5,197 95	85,227 90	8,377 26	222,830 00
21	Cumberland		3,068 34	24,021 35	19,528 67	79 92	44,247 23	3,068 34	90,945 51
22	Dominion Atlantic		35,747 79	178,799 54	88,165 00	20,541 15	358,538 65	35,747 79	681,792 13
23	Eastern British Columbia		1,116 60	7,935 53	3,811 30		14,053 80	1,116 60	26,917 23
24	Elgin & Havelock		883 02	5,149 75	2,485 58		4,764 03	883 02	13,282 38
25	Essex Terminal		1,284 16	12,206 75	1,645 48	11 80	12,733 11	1,284 16	27,881 30
26	Esquimalt & Nanaimo		5,064 80	159,697 18	154,648 50	687 40	273,616 47	5,064 80	593,714 35
27	Grand Trunk	10,216 96	980 760 40	4,050,508 98	6,401,438 05	1,163,826 57	15,360,639 45	980,760 40	27,957,173 45
28	Grand Trunk (Canada Atlantic)		65,839 36	461,559 36	390,798 84	95,339 49	1,263,013 36	65,839 36	2,276,550 41
29	Grand Trunk Pacific	3 15	169,581 26	1,362,137 02	2,174,127 93	128,008 64	3,441,638 99	169,581 26	7,275,493 84
30	Halifax & South Western		22,272 97	185,007 65	48,004 05	13,254 73	259,678 06	22,272 97	528,217 46
31	Hereford		4,605 12	35,080 99	23,375 69	2,882 96	58,571 06	4,605 12	124,515 82
32	Inverness Railway & Coal Co		7,283 35	36,024 17	25,059 69	323 92	51,748 18	7,283 35	120,439 31

33	Irondale, Bancroft & Ottawa		1,661 39	9,513 24	1,304 27	421 65	11,067 42	1,661 39	23,967 97
34	International of New Brunswick		4,996 18	19,462 40	11,049 79	900 95	42,689 45	4,996 18	79,098 77
35	Kent Northern		1,645 00	6,793 41	1,505 49		7,931 23	1,645 00	17,875 13
36	Kettle Valley		419 14	1,686 21		93 69	1,617 45	419 14	3,816 49
37	Kingston & Pembroke		7,134 03	32,296 19	17,033 05	1,145 27	48,159 94	7,134 03	105,768 48
38	Klondike Mines		13,793 81	22,955 67	4,371 34		30,855 19	13,793 81	71,976 01
39	Lotbiniere & Megantic		6,225 37	9,216 73	4,195 41	103 27	8,224 19	6,225 37	27,964 97
40	London & Port Stanley	105 90	6,913 19	23,778 42	28,820 35	6,343 32	98,437 95	6,913 19	164,293 23
41	Maine Central		642 62	2,178 17	2,498 77	483 28	10,430 65	642 62	16,233 49
42	Manitoba Great Northern		4,126 44	85,353 88	13,529 46	2,569 59	40,081 57	4,126 44	145,660 94
43	Maritime Coal Railway & Power Co		2,034 18	12,818 66	3,661 58		21,544 45	2,034 18	40,058 87
44	Massawippi Valley		10,386 53	52,120 60	44,190 21	2,555 04	139,541 51	10,386 53	248,793 89
45	Moncton & Buctouche		2,663 06	8,498 69	2,229 90		10,340 50	2,663 06	23,732 15
46	Midland Railway Co. of Manitoba		12,791 39	40,062 58	30,099 17	10,264 31	256,781 10	12,791 39	349,998 55
47	Montreal & Atlantic		31,521 97	323,528 16	129,827 51	10,197 43	508,398 04	31,521 97	1,003,473 11
48	Montreal & Province Line		2,018 03	42,705 23	7,194 22	1,216 44	56,643 43	2,018 03	109,777 35
49	Montreal & Vermont Junction		5,118 33	18,810 97	16,868 17	3,745 78	38,695 69	5,118 33	83,238 94
50	Morrissey, Fernie & Michel		21,821 36	19,063 70	35,946 66		56,882 60	21,821 36	133,714 32
51	Napierville Junction		1,948 75	8,423 19	5,534 36	444 70	25,750 83	1,948 75	42,101 83
52	Nelson & Fort Sheppard		4,916 55	53,217 52	8,930 89	3,109 11	37,633 69	4,916 55	107,807 76
53	New Brunswick Coal & Railway Co		14,027 15	23,491 81	9,828 92		26,982 46	14,027 15	74,330 34
54	New Brunswick & P. E. Island		2,700 00	7,340 82	9,176 46		16,937 10	2,700 00	36,154 38
55	New Westminster Southern		2,098 20	12,041 62	4,012 50	1,109 54	10,852 87	2,098 20	30,114 73
56	North Shore		27 68	235 52			1,516 29	27 68	1,779 49
57	Ottawa & New York		8,737 64	56,187 96	22,587 56	6,713 64	96,706 47	8,737 64	190,933 27
58	Pere Marquette		64,139 73	278,251 50	452,367 86	59,158 15	839,042 77	64,139 73	1,692,960 01
59	Quebec Central		69,347 52	201,808 29	175,222 16	27,340 00	634 232 38	69,347 52	1,107,950 35
60	Quebec & Lake St. John		43,015 38	175,042 53	135,100 88	27,137 36	455,863 60	43,015 38	836 159 75
61	Quebec, Montreal & Southern		20,476 81	109,421 40	81,314 28	5,077 97	167,057 38	20,476 81	383,347 84
62	Quebec Oriental		5,602 28	24,631 43	12,768 61		51,368 59	5,602 28	94,370 91
63	Quebec Railway, Light & Power Co		8,161 98	9,166 47	14,021 27	1,675 43	31,932 70	8,161 98	64,957 85
64	Red Mountain		964 30	12,359 94	2,577 13	309 09	13,316 85	964 30	29,527 31
65	Rutland & Noyan		765 72	3,761 64	2,621 24	822 99	5,072 41	675 72	12,954 00
66	Salisbury & Albert		3,355 82	11,517 72	4,005 74	12 55	12,860 13	3,355 82	31,751 96
67	Schomberg & Aurora		249 01	6,192 51	347 60		8,733 86	249 01	15,522 98
68	Stanstead, Shefford & Chambly		2,126 13	35,388 38	10,313 98	1,381 52	50,482 95	2,126 13	99,692 96
69	St. Clair Tunnel		1,669 56	13,241 88	14,993 21		66,716 41	1,669 56	96,621 06
70	St. Lawrence & Adirondack		11,574 49	96,745 78	23,314 47	7,210 21	313,606 34	11,574 49	452,451 29
71	St. Martins		1,026 20	6,068 39	827 87	42 70	7,694 42	1,026 20	15,659 58
72	Sydney & Louisburg		28,699 68	90,314 97	159,324 59	2,012 11	259,154 19	28,699 68	539,505 54
73	Temiscouata		15,125 13	53,484 69	27,606 38	3,719 22	78,513 31	15,125 13	178,448 73
74	Temiskaming & Northern Ontario	280 46	103,290 72	373,105 37	249,127 97	18,313 66	674,326 88	103,290 72	1,418,164 60
75	Thousand Islands		4,171 04	9,743 02	987 45		15,543 72	4,171 04	30,445 23
76	Toronto, Hamilton & Buffalo		38,816 24	223,185 59	170,602 25	21,774 09	526,586 31	38,816 24	980,964 48
77	Vancouver, Victoria & Eastern		33,490 23	375,347 29	102,076 51	17,954 10	400,711 10	33,490 23	929,579 23
78	Victoria, Terminal Railway & Ferry Co		279 67	706 96	402 55	60 96	1,896 21	279 67	3,346 35
79	Victoria & Sidney, B.C		4,168 97	11,578 46	6,350 77	1,061 61	29,797 25	4,168 97	52,957 06
80	Wabash (in Canada)	82 61	78,467 85	275,486 89	577,258 71	99,692 53	1,205,294 96	78,467 85	2,236,200 94
81	Wellington Colliery			19,413 35	26,105 80		38,643 34		84,162 49
82	York & Carleton		5 00	1,031 60	148 35		2,348 94	5 00	3,533 89
	Final total	12,612 98	5,957,183 81	35,933,322 78	37,289,718 47	6,143,200 85	96,688,264 42	5,957,183 81	182,011,690 33

TABLE 9.—INCOME ACCOUNT for

Number.	Name of Railway.	Net		Outside Operations.			
		Operating Revenue.	Operating Deficit.	Revenue.	Expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay	206,050 67		311,781 26	176,019 44	135,761 82	
2	Algoma Eastern	55,334 12					
3	Atlantic, Quebec & West'n.		48,524 04				
4	Bay of Quinté	36,220 31					
5	Bedlington & Nelson		6,089 40				
6	Brandon, Sask. & Hudson Bay		41,576 58				
7	British Yukon	226,001 44					
8	Brockville, Westport and North Western	25,297 73					
9	Canada & Gulf Terminal	6,413 12					
10	Canada Southern	5,318,482 17		144,392 92	118,404 00	25,988 92	
	Canadian Govt. Railways:						
11	Intercolonial		161,,015 67				
12	Prince Edward Island		122,275 29				
13	Canadian Northern	7,126,016 28					
14	" " Ontario.	50,310 74					
15	" " Quebec.	214,199 68					
16	Can. Pacific	43,049,763 50		23,734,285 16	17,159,303 01	6,574,982 15	
17	Cape Breton		10,107 67				
18	Caraquet	8,418 90					
19	Central Ontario	132,023 64					
20	Crow's Nest Southern	3,890 68					
21	Cumberland Ry. & Coal Co.	19,854 16					
22	Dominion Atlantic	302,705 22		134,217 28	186,304 92		52,087 64
23	Eastern B.C.	27,693 60					
24	Elgin & Havelock	216 17					
25	Essex Terminal	19,802 43					
25	Esquimalt & Nanaimo	338,177 67					
26	Grand Trunk Pacific	886,711 02					
27	Grand Trunk	12,467,223 58		255,991 47	241,517 39	14,474 08	
28	Grand Trunk (Can. Atlantic)	105,708 54					
29	Halifax & South Western	3,121 16					
30	Hereford		34,759 08	571 16	806 61		235 45
31	Inverness Ry. & Coal Co.	93,384 69					
32	Irondale, Bancroft & Otta'a	6,416 79					
33	International of New Brunswick	32,833 28					
34	Kent Northern	4,108 77					
35	Kettle Valley		352 26				
36	Kingston & Pembroke (for six mos.)	28,569 59					
37	Klondike Mines	38,213 50		5,000 00	4,050 00	950 00	
38	London & Port Stanley		17,722 00				
39	Lotbiniere & Megantic	6,905 10					
40	Maine Central	2,303 09					
41	Manitoba Great Northern		79,284 93				
42	Maritime Coal, Ry. and Power Co	28,029 05					
43	Massawippi Valley	16,997 27					
44	Midland of Manitoba	117,552 39					
45	Moncton & Buctouche	7,073 54					
46	Montreal & Atlantic	101,453 05					
47	Montreal & Province Line	35,289 03					
48	Montreal & Vermont Jct'n	45,569 51					
49	Morrissey, Fernie & Michel	18,982 40					
50	Napierville Junction	59,094 63					
51	Nelson & Fort Sheppard		25,084 62				
52	New B'k Coal & Ry. Co.		12,983 78				
53	New B'k & Prince Edward Island	7,240 39					
54	New Westminster Southern	27,729 56					
55	North Shore	188 07					

the Year ending June 30, 1913.

Total		Taxes Deduction.	Total Operating.		Other Income from all other Sources.	Total Gross Corporate		
Net Revenue.	Net Deficit.		Income.	Loss.		Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
341,812 49	.....	3,978 15	337,834 34	.....	61,828 39	399,662 73	.....	1
55,334 12	.....	340 89	54,993 23	.....	370 05	55,363 28	.....	2
.....	48,524 04	.....	.....	48,524 04	.....	.....	48,524 04	3
36,220 31	.....	1,804 85	34,415 46	.....	.....	34,415 46	.....	4
.....	6,089 40	1,623 77	.....	7,713 17	.....	.....	7,713 17	5
.....	41,576 58	1,502 18	.....	43,078 76	398 67	.....	42,680 09	6
226,001 44	.....	3,407 51	222,593 93	.....	18,104 74	240,698 67	.....	7
25,297 73	.....	1,104 41	24,193 32	.....	.....	24,193 32	.....	8
6,413 12	.....	.....	6,413 12	.....	.....	6,413 12	.....	9
5,344,471 09	.....	69,311 77	5,275,159 32	.....	285,447 97	5,560,607 29	.....	10
.....	161,015 67	.....	.....	161,015 67	.....	.....	161,015 67	11
.....	122,275 29	.....	.....	122,275 29	.....	.....	122,275 29	12
7,126,016 28	.....	175,867 08	6,950,149 20	.....	.....	6,950,149 20	.....	13
50,310 74	.....	17,788 20	32,522 54	.....	39,932 84	72,455 38	.....	14
214,199 68	.....	8,951 97	205,247 71	.....	.....	205,247 71	.....	15
49,624,745 65	.....	1,382,419 85	48,242,325 80	.....	6,633,700 07	54,876,025 87	.....	16
.....	10,107 67	.....	.....	10,107 67	.....	.....	10,107 67	17
8,418 90	.....	.....	8,418 90	.....	.....	8,418 90	.....	18
132,023 64	.....	3,450 99	128,572 65	.....	13,164 94	141,737 59	.....	19
3,890 68	.....	7,805 26	.....	3,914 58	234 08	.....	3,680 50	20
19,854 16	.....	.....	19,854 16	.....	.....	19,854 16	.....	21
250,617 58	.....	813 24	249,804 34	.....	32,500 00	282,304 34	.....	22
27,693 60	.....	1,465 36	26,228 24	.....	.....	26,228 24	.....	23
216 17	.....	.....	216 17	.....	.....	216 17	.....	24
19,802 43	.....	.....	19,802 43	.....	.....	19,802 43	.....	25
338,177 67	.....	.....	338,177 67	.....	.....	338,177 67	.....	25
886,711 02	.....	.....	886 711,02	.....	144,769 25	1,031,480 27	.....	26
12,481,697 66	.....	488,245 15	11,993,452 51	.....	2,677,981 52	14,671,434 03	.....	27
105,708 54	.....	43,089 52	62,619 02	.....	721 49	63,340 51	.....	28
3,121 16	.....	25 00	3,096 16	.....	.....	3,096 16	.....	29
.....	34,994 53	1,736 39	.....	36,730 92	1,109 86	.....	35,621 06	30
93,384 69	.....	.....	93,384 69	.....	.....	93,384 69	.....	31
6,416 79	.....	910 47	5,506 32	.....	.....	5,506 32	.....	32
32,833 28	.....	.....	32,833 28	.....	.....	32,833 28	.....	33
4,108 77	.....	.....	4,108 77	.....	.....	4,108 77	.....	34
.....	352 26	.....	.....	352 26	.....	.....	352 26	35
28,569 59	.....	2,228 62	26,340 97	.....	694 37	27,035 34	.....	36
39,163 50	.....	120 69	39,042 81	.....	.....	39,042 81	.....	37
.....	17,722 00	3,663 46	.....	21,385 46	3,750 97	.....	17,634 49	38
6,905 10	.....	.....	6,905 10	.....	.....	6,905 10	.....	39
2,303 09	.....	.....	2,303 09	.....	22 58	2,325 67	.....	40
.....	79,284 93	1,605 67	.....	80,890 60	377 86	.....	80,512 74	41
28,029 05	.....	.....	28,029 05	.....	.....	28,029 05	.....	42
16,997 27	.....	2,316 11	14,681 16	.....	1,388 98	16,070 14	.....	43
117,552 39	.....	13,712 82	103 839 57	.....	20,805 41	124,644 98	.....	44
7,073 54	.....	.....	7,073 54	.....	.....	7,073 54	.....	45
101,543 05	.....	22,983 61	78,469 44	.....	1,400 00	79,869 44	.....	46
35,289 03	.....	183 77	35,105 26	.....	345 50	35,450 76	.....	47
45,569 51	.....	.....	45,569 51	.....	252 62	45,822 13	.....	48
18,982 40	.....	.....	18,982 40	.....	165 64	19,148 04	.....	49
59,094 63	.....	945,17	58,149 46	.....	268 45	58,417 91	.....	50
.....	25,084 62	5,573 94	.....	30,658 56	22 00	.....	30,636 56	51
.....	12,983 78	.....	.....	12,983 78	.....	.....	12,983 78	52
7,240 39	.....	215 92	7,024 47	.....	.....	7,024 47	.....	53
27,729 56	.....	579 27	27,150 29	.....	32 00	27,182 29	.....	54
188 07	.....	.....	188 07	.....	.....	188 07	.....	53

TABLE 9.—INCOME ACCOUNT for the

Number.	Name of Railway.	Net		Outside Operations.			
		Operating Revenue.	Operating Deficit.	Revenue.	Expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
56	Ottawa & New York	27,286 92					
57	Pere Marquette, in Canada	996,515 47					
58	Quebec Central	463,200 63					
59	Quebec Oriental	7,316 67					
60	Quebec Ry., Light and Power Co	17,121 72					
61	Quebec and Lake St. John.	123,220 65					
62	Quebec, Montreal & South'n	12,118 53					
63	Red Mountain		12,412 39				
64	Rutland & Noyan	1,590 19					
65	Salisbury & Albert	5,258 91					
66	Schomberg & Aurora		2,238 57				
67	Stanstead, Shefford and Chambly	4,976 06					
68	St. Clair Tunnel	251,200 44					
69	St. Lawrence & Adirond'ck	232,230 47					
70	St. Martins		872 36				
71	Sydney & Louisburg	278,692 76					
72	Temiscouata	72,321 14					
73	Temiskaming & Northern Ontario	151,061 55		126 50	3,079 12		2,952 62
74	Thousand Islands	15,796 20					
75	Toronto, Hamilton and Buffalo	845,282 76					
76	Vancouver, Victoria and Eastern	65,035 63					
77	Victoria & Sidney	25,903 52		2,044 35	138 27	1,906 08	
78	Victoria Terminal Ry. and Ferry Co	3,343 46					
79	Wellington Colliery Co						
80	Wabash, in Canada	356,902 77					
81	York & Carleton	2,364 95					
	Final totals	75,266,311 63	575,298 64	24,588410 10	17,889,622 76	6,754,063 05	55,275 71

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Year ending June 30, 1913—*Continued.*

Total			Total Operating.		Other Income from all other Sources.	Total Gross Corporate.		
Net Revenue.	Net Deficit.	Taxes Deduction.	Income.	Loss.		Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
27,286 92	.....	8,433 51	18,853 41	.....	520 36	19,373 77	.....	56
996,515 47	.....	.....	996,515 47	.....	205,578 78	1,202,094 25	.....	57
463,200 63	.....	13,450 63	449,750 00	.....	30,526 85	480,276 85	.....	58
7,316 67	.....	.....	7,316 67	.....	.....	7,316 67	.....	59
17,121 72	.....	.....	17,121 72	.....	.....	17,121 72	.....	60
123,220 65	.....	18,158 09	105,062 56	.....	3,269 52	108,332 08	.....	61
12,118 53	.....	8,886 58	3,231 95	.....	196,289 74	199,521 69	.....	62
.....	12,412 39	1,071 56	.....	13,483 95	4 00	.....	13,479 95	63
1,590 19	.....	12 00	1,578 19	.....	4,000 00	5,578 19	.....	64
5,258 91	.....	.....	5,258 91	.....	.....	5,258 91	.....	65
.....	2,238 57	86 20	.....	2,324 77	.....	.....	2,324 77	66
4,976 06	.....	.....	4,976 06	.....	177 94	5,154 00	.....	67
251,200 44	.....	30,180 19	221,020 25	.....	698 00	221,718 25	.....	68
232,230 47	.....	732 49	231,497 98	.....	429 90	231,927 88	.....	69
.....	872 36	.....	.....	872 36	.....	.....	872 36	70
278,692 76	.....	.....	278,692 76	.....	.....	278,692 76	.....	71
72,321 14	.....	3,401 35	68,919 79	.....	2,764 59	71,684 38	.....	72
148,108 93	.....	.....	148,108 93	.....	82,252 55	230,361 48	.....	73
15,796 20	.....	112 76	15,683 44	.....	191 64	15,875 08	.....	74
845,282 76	.....	7,296 04	837,986 72	.....	66,537 61	904,524 33	.....	75
65,035 63	.....	66,106 49	.....	1,070 86	182,560 60	181,489 74	.....	76
27,809 60	.....	1,049 36	26,760 24	.....	.....	.....	26,760 24	77
3,343 46	.....	1,437 95	1,905 51	.....	441 68	2,347 19	.....	78
.....	.....	.....	.....	.....	.....	.....	.....	79
356,902 77	.....	.....	356,902 77	.....	.....	356,902 77	.....	80
2,364 95	.....	.....	2,364 95	.....	.....	2,364 95	.....	81
81,965,334 42	575,534 09	2,430,186 26	79,556,996 77	597,382 70	10,716,034 01	90,266,062 48	590,414 40	

TABLE 9.—INCOME ACCOUNT for the

Number	Name of Railway.	DEDUCTIONS FROM: Rents accrued for lease of other roads.	Other rents.	Loss on separately operated properties.
		$ cts.	$ cts.	$ cts.
1	Algoma Central and Hudson Bay	29,551 16		
2	Algoma Eastern		5,594 63	
3	Atlantic, Quebec and Western		1,244 46	
4	Bay of Quinte		21,343 97	
5	Bedlington & Nelson		4,200 75	
6	Brandon, Saskatchewan & Hudson Bay		4,404 88	
7	British Yukon			
10	Canada Southern		1,626,803 86	27,439 01
11	Can. Govt. Ry.—Intercolonial		19,147 10	
13	Canadian Northern	238,960 00	176,281 30	
14	Can. Northern Ontario		840 00	
15	Canadian Northern Quebec		43,820 05	
16	Canadian Pacific	2,422,123 98	687,204 44	
19	Central Ontario		22,814 17	
20	Crow's Nest Southern		12,215 70	
22	Dominion Atlantic	94,886 60	44,038 40	
23	Eastern B.C.		2,412 75	
27	Grand Trunk	755,336 22	1,497,365 75	
28	Grand Trunk (Can. Atlantic)	25,000 00	97,647 37	
29	Halifax & South Western		9,885 44	
30	Hereford		360 00	
32	Irondale, Bancroft and Ottawa		2,026 90	
35	Kettle Valley		552 11	
36	Kingston & Pembroke			
38	London & Port Stanley	19,720 25	17,556 99	
40	Maine Central, in New Brunswick			
41	Manitoba Great Northern		12,380 53	
42	Maritime Coal, Ry. and Power Co.		5,906 57	
43	Massawippi Valley	24,000 00	36,544 62	
44	Midland of Manitoba		62,657 75	
46	Montreal & Atlantic	33,120 00	28,431 19	
47	Montreal & Province Line		13,474 50	
48	Montreal & Vermont Junct		18,319 25	
49	Morrissey, Fernie & Michel			
50	Napierville Junction		11,930 40	
51	Nelson & Fort Sheppard		5,839 11	
53	New B'k & P. E. Island		4,976 20	
54	New Westminster Southern		3,441 33	
55	North Shore			
56	Ottawa & New York		16,357 99	
57	Pere Marquette, in Canada	167,334 82	553,113 73	
58	Quebec Central			
59	Quebec Oriental		5,969 90	
61	Quebec & Lake St. John		83,946 96	
62	Quebec, Montreal & Southern		268,943 77	
63	Red Mountain		637 38	
64	Rutland & Noyan			
66	Schomberg & Aurora			
67	Stanstead, Shefford & Chambly		18,630 00	
68	St. Clair Tunnel			
69	St. Lawrence & Adirondack	10,000 00	153,508 04	
72	Temiscouata		1,679 55	
73	Temiskaming & Northern Ontario		4,486 29	
74	Thousand Islands		2,205 43	
75	Toronto, Hamilton & Buffalo		197,843 21	
76	Vancouver, Victoria & Eastern		47,403 26	
77	Victoria & Sydney		6,389 37	
78	Victoria Terminal Ry. & Ferry Co.		398 53	
	Rys. from which no deductions were made			
	Totals	3,829,033 03	5,863,175 88	27,439 01

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Year ending June 30, 1913—*Continued.*

Gross Corporate Income.					Net Corporate		
Interest accrued on Funded Debt	Other interest	Sinking Funds.	All other Deductions.	Total Deductions.	Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
261,781 21				291,332 37	108,330 36		1
27,278 78	8,616 29			41,489 70	13,873 58		2
				1,244 46		49,768 50	3
41,500 00	4,201 52			67,045 49		32,630 03	4
				4,200 75		11,913 92	5
				4,404 88		47,084 97	6
102,238 00			11,948 96	114,186 96	126,511 71		7
1,140,349 57				2,794,592 44	2,766,014 85		10
				19,147 10		180,162 77	11
5,743,076 54				6,158,317 84	791,831 36		13
	1,429 44			2,265 44	70,185 94		14
350,514 76	49 18			394,383 99		189,136 28	15
1,986,698 32	584,547 29			5,680,574 03	49,195,451 84		16
48,711 33				71,525 50	70,212 09		19
				12,125 70		15,896 20	20
196,068 27	33,737 43			368,730 70		86,426 36	22
	0 26			2,413 01	23,815 23		23
6,097,218 75			1,579,163 34	9,929,084 06	4,742,349 97		27
640,001 84			5,265 74	767,914 95		704,574 44	28
12,750 00	34,976 59			57,612 03		54,515 87	29
32,000 00			500 00	32,860 00		68,481 05	30
				2,026 90	3,479 42		32
22,000 00				22,552 11		22,904 37	35
8,580 00				8,580 00	18,455 34		36
				37,277 24		54,911 73	38
	3,150 00			3,150 00		821 33	40
				12,380 53		92,893 27	41
				5,906 57	22,122 48		42
				60,544 62		44,474 48	43
				62,657 75	61,987 23		44
52,650 00				114,201 19		34,331 75	46
8,000 00				21,474 50	13,976 26		47
			20,000 00	38,319 25	7,502 88		48
2,574 55		5,303 87		7,878 42	11,269 62		49
				11,930 40	46,487 51		50
				5,839 11		36,475 67	51
5,612 90				10,589 10		3,564 63	53
				3,441 33	23,740 96		54
2,100 00				2,100 00		1,911 93	55
				16,357 99	3,015 78		56
249,800 00				970,248 55	231,845 70		57
269,897 94				269,897 94	210,378 91		58
98,379 45				104,349 35		97,032 68	59
176,936 89				260,883 85		152,551 77	61
				268,943 77		69,422 08	62
				637 38		14,117 33	63
4,000 00				4,000 00	1,578 19		64
	26,626 10			26,626 10		28,950 87	66
6,234 60				24,861 60		19,710 60	67
125,000 00	44,860 33			169,860 33	51,857 92		68
48,768 98				212,277 02	19,650 86		69
12,166 66	9,733 33			23,579 54	48,104 84		72
				4,486 29	225,875 19		73
3,010 00				5,215 43	10,659 65		74
198,200 00	4,133 27			400,176 48	504,347 85		75
				47,403 26	134,086 48		76
15,000 00	646 16			22,035 53	4,724 71		77
				398 53	1,948 66		78
					2,292,245 34	146,239 10	
17,989 099 34	746,973 86	15,037 20	1,616,878 04	39,078,636 36	61,857,918 71	2,260,906 99	

TABLE 9.—INCOME ACCOUNT for

	Name of Railway.	Disposal of Net		
		Dividends on		
		Common Stock.	Preferred Stock.	Total.
		$ cts.	$ cts.	$ cts.
7	British Yukon	11,875 00	86,080 95	97,955 95
10	Canada Southern	450,000 00	.....	450,000 00
16	Canadian Pacific	19,000,000 00	9,144,476 66	28,144,476 66
22	Dominion Atlantic	.....	.....	.....
27	Grand Trunk	.....	4,705,863 89	4,705,863 89
30	Hereford	32,000 00	.....	32,000 00
58	Quebec Central	.....	135,264 12	135,264 12
72	Temiscouata	.....	.....	.....
75	Toronto, Hamilton & Buffalo	105,000 00	.....	105,000 00
	Balance, from Rys., undistributed	.....	.....	.....
	Totals	19,598,875 00	14,071,685 62	33,670,560 62

the Year ending June 30, 1913—*Concluded.*

CORPORATE INCOME.

Additions and Betterments Charged to Income.	Appropriations to Reserve.	Miscellaneous.	Applied to Improvements.	Total.	Balance to	
					Credit of Profit and Loss Account.	Debit of Profit and Loss Account.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
.....	7,521 89	.....	.....	105,477 84	21,033 87	 7
.....	.....	.....	.....	450,000 00	2,316,014 85	10
.....	.....	214,841 16	.....	28,359,317 82	20,836,134 02	16
102,179 69	.....	.....	.....	102,179 69	.....	188,606 05 22
.....	.....	.....	.....	4,705,863 89	36,486 08	27
1,529 46	.....	.....	.....	33,529 46	.....	102,010 52 30
.....	.....	.....	.....	135,264 12	75,114 79	58
.....	.....	3,500 00	.....	3,500 00	44,604 84	72
.....	.....	.....	.....	105,000 00	399,347 85	75
.....	.....	.....	.....	.....	4,264,758 74	2,105,999 57
103,709 15	7,521 89	218,341 16	.....	34,000,132 82	27,993,495 04	2,396,616 14

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage, and Mileage Operated, for the Year ending June 30, 1913.

No.	1 Name of Railway.	2 Passengers Carried.	3 Passengers Carried, One Mile.	4 Mileage of Revenue, Passenger Trains.	5 Mileage of Revenue, Mixed Trains.	6 Total Passenger, Revenue.	7 Total Passenger, Earnings.	8 Total other Earnings.
		No.	No.	Miles.	Miles.	$ cts.	$ cts.	$ cts.
1	Algoma Central and Hudson Bay	35,355	1,609,520	68,926	9,758	48,735 77	49,718 97	201,350 84
2	Algoma Eastern	8,403	95,547	660	12,773	3,497 05	3,497 05	6,842 47
3	Atlantic Quebec and Western	23,181	807,316	61,321	.....	23,480 38	24,009 49	37 66
4	Bay of Quinté	107,606	1,545,952	.....	191,128	37,422 83	46,993 01	10,185 99
5	Bedlington and Nelson	1,289	9,013	14	1,719	311 48	323 07	1 99
6	Brandon, Saskatchewan and Hudson Bay	28,084	956,392	43,678	69	25,830 43	31,146 04	202 33
7	British Yukon	8,206	674,572	2,426	60,205	58,595 41	68,367 55	3,481 25
8	Brockville, Westport and North Western	70,061	2,101,830	29,180	28,000	32,963 30	38,582 15	106 80
9	Canada Southern	1,422,657	122,958,793	1,809,547	151,072	2,781,571 05	3,475,158 68	48,598 50
10	Canadian Government Railways—Intercolonial	3,867,735	207,505,697	3,092,590	353,416	3,355,292 77	4,037,531 68	105,654 38
11	Canadian Government Railways—P. E. Island	436,833	9,794,121	146,663	212,597	167,064 80	198,218 86	11,650 21
12	Canadian Northern	1,984,978	157,225,910	2,627,899	792,992	3,590,313 39	4,358,829 75	1,350,470 77
13	Canadian Northern[5] Ontario	374,877	16,602,410	425,390	104,761	320,302 55	375,637 10	33,290 15
14	Canadian Northern, Quebec	620,753	20,785,443	281,595	154,386	364,685 54	404,776 34	34,283 27
15	Canadian Pacific	15,298,048	1,766,982,013	22,333,592	1,888,095	34,995,155 67	39,587,535 88	2,411,577 88
16	Cape Breton	8,805	193,678	.....	19,592	5,549 80	5,950 64	589 44
17	Caraquet	17,387	712,377	.....	49,635	18,697 25	22,036 29	.....
18	Central Ontario	203,451	3,977,166	182,124	49,020	103,637 16	117,938 04	15,243 46
19	Crow's Nest Southern	22,807	557,688	45,654	.....	20,711 69	24,315 12	51 00
20	Canada and Gulf Terminal	28,764	575,280	.....	24,264	17,798 00	18,878 35	541 88
21	Cumberland Railway	44,797	463,194	.....	28,849	14,123 84	18,220 55	303 40
22	Dominion Atlantic	411,418	18,308,101	304,870	196,028	384,593 93	436,402 32	10,675 26
23	Eastern British Columbia	7,683	76,600	.....	7,638	4,171 60	4,413 27	114 68
24	Elgin and Havelock	11,096	299,457	.....	17,256	3,058 12	3,914 80	195 75
25	Essex Terminal	.....	.....	.....	.....	.....	.....	1,837 30
26	Esquimalt and Nanaimo	446,034	10,805,054	133,760	6,836	335,147 55	363,076 86	19,681 55
27	Grand Trunk	12,174,924	626,203,301	8,390,090	469,779	11,406,006 78	13,522,284 55	464,452 09
28	Grand Trunk (Canada Atlantic)	614,829	20,242,100	665,755	126,847	477,156 35	547,998 81	46,026 04
29	Grand Trunk Pacific	551,620	66,006,086	1,222,867	341,463	1,400,703 88	1,604,527 10	146,885 20
30	Halifax and South Western	228,806	7,624,064	88,061	269,392	206,647 55	245,966 51	3,948 49
31	Hereford	34,998	797,094	33,622	33,219	17,804 19	21,338 75	995 81
32	Inverness Railway and Coal Co	37,078	836,425	.....	43,107	22,264 49	23,503 87	1,111 96
33	Irondale Bancroft and Ottawa	17,346	299,259	.....	34,980	8,246 08	9,627 75	543 22

34	International of New Brunswick	32,143	1,443,257	69,286	34,320	40,176 06	42,117 64	676 45
35	Kent Northern	9,000	180,000		16,902	7,775 34	9,121 44	
36	Kettle Valley	781	14,029		2,300	542 60	542 60	
37	Kingston and Pembroke	58,669	1,701,401	32,652	47,683	34,602 29	41,144 22	Dr. 3,519 31
38	Klondike Mines	2	26			4 00	4 00	6 00
39	Lotbinière and Megantic	12,678	186,934		18,780	4,689 64	6,195 54	23 00
40	London and Port Stanley	161,501	2,360,279	65,013	14,999	31,174 30	38,334 08	815 18
41	Maine Central	124,806	636,511	3,755	6,650	11,431 33	12,298 42	
42	Manitoba Great Northern	10,121	225,604	8,932	23,826	6,334 50	7,297 14	350 59
43	Maritime Coal Railway and Power Co	22,280	208,661		15,272	6,687 60	7,628 29	
44	Massawippi Valley	152,825	2,815,645	98,319		66,346 34	71,391 82	1,242 55
45	Moncton and Buctouche	25,612	534,318		23,232	11,147 86	12,113 62	677 59
46	Midland Railway Co. of Manitoba	123,749	8,097,755	116,140		177,769 54	205,196 18	16,684 13
47	Montreal and Atlantic	363,499	8,756,192	174,893	130,853	205,461 97	237,481 64	21,873 80
48	Montreal and Province Line	250,656	3,661,262	54,165	17,738	69,871 68	78,276 04	1,962 14
49	Montreal and Vermont Jct	122,755	2,520,990	66,103		58,615 58	67,478 44	104 68
50	Morrissey, Fernie and Michel	150,600	918,660		41,626	12,342 50	12,342 50	
51	Napierville Jct	17,652	218,374		16,902	5,674 50	6,422 11	123 42
52	Nelson and Fort Sheppard	21,913	683,699	37,560		23,660 92	29,116 42	2,939 93
53	New Brunswick Coal and Railway Co	20,908	426,532		57,138	11,352 85	13,023 32	7,894 39
54	New Brunswick and P. E. Island	22,292	601,570	5,010	20,040	10,628 94	12,717 93	40 55
55	New Westminster Southern	20,696	238,811		20,720	8,275 45	11,971 18	4,025 41
56	North Shore	1,671	13,368		4,800	395 61	395 61	
57	Ottawa and New York	147,822	3,783,993	79,741		78,562 43	88,350 83	5,504 58
58	Père Marquette	377,936	7,492,358	260,486	12,998	148,627 42	193,632 08	9,688 47
59	Quebec Central	418,482	18,168,457	228,641	259,981	382,938 88	439,471 77	13,366 27
60	Quebec and Lake St. John	405,896	13,622,264	197,250	48,520	267,646 76	312,359 61	15,474 24
61	Quebec, Montreal and Southern	265,142	5,998,116	126,809	85,398	145,831 85	161,613 14	735 70
62	Quebec Oriental	27,249	1,781,213	63,101		43,752 63	49,077 42	38 50 A
63	Quebec Railway Light and Power Co	115,364	1,384,368	6,621		13,062 85	13,062 85	978 97
64	Red Mountain	7,296	65,321		6,570	2,130 69	2,965 87	348 21
65	Rutland and Noyan	128,741	436,432	5,441		8,740 73	9,100 78	
66	Salisbury and Albert	16,100	356,368		31,578	9,331 75	12,129 66	6,662 77
67	Schomberg and Aurora	20,546	200,734		23,197	6,045 78	6,045 78	22 12
68	Stanstead Shefford and Chambly	183,523	1,307,419	43,918	17,472	35,135 93	45,815 24	2,307 90
69	St. Clair Tunnel							
70	St. Lawrence and Adirondack	656,322	14,983,927	213,847		245,702 29	273,495 32	4,892 26
71	St. Martins	10,463	204,136		17,640	5,182 76	6,238 88	339 41
72	Sydney and Louisburg	156,599	1,767,477	22,827	19,928	47,591 88	50,304 23	20,384 20
73	Temiscouata	73,015	2,313,809	73,812	70,471	55,045 67	63,741 72	5,433 13
74	Temiskaming and Northern Ontario	498,041	22,750,448	419,237	80,470	551,930 75	623,248 76	59,583 70
75	Thousand Islands	51,496	308,976		32,604	10,171 72	14,894 25	2,489 57
76	Toronto, Hamilton and Buffalo	654,116	19,057,320	303,020		404,642 56	448,555 38	19,492 40
77	Vancouver, Victoria and Eastern	295,867	8,210,728	143,652	93,450	236,447 76	282,340 52	24,899 21
78	Victoria Terminal Railway and Ferry Company	118,899	117,710	1,326	26	3,138 38	3,165 66	702 01
79	Victoria and Sydney, B.C	123,599	1,347,529	21,169	416	37,725 12	38,153 48	1,917 22
80	Wabash (In Canada)	586,841	35,768,226	719,355	12,221	639,330 67	674,012 59	5,336 03
81	Wellington Colliery	8,536	91,761		30,000	4,476 40	4,836 40	
82	York and Carleton	6,156	61,560		8,597	1,734 25	2,052 55	
	Total	46,185,968	3,265,192,886	45,652,363	7,015,345	64,417,306 15	74,413,773 60	5,181,032 99

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage, and Mileage Operated, for the Year ending June 30, 1913—*Concluded.*

No.	Name of Railway.	Tons Carried.	Tons Carried, One Mile.	Mileage of Revenue, Mixed Trains.	Mileage of Revenue, Freight Trains.	Total Freight, Revenue	Total Freight, Earnings.	Total Revenue, Train Mileage.	Total Gross Earnings.	Total Operating Expenses.
		Number.	Number.	Miles.	Miles.	$ cts.	$ cts.	Miles.	$ cts.	$ cts.
1	Algoma Central and Hudson Bay	395,537	16,451,309	9,758	61,736	170,952 87	287,511 17	143,384	538,580 98	332,530 31
2	Algoma Eastern	614,661	5,462,517	12,773	11,215	117,202 72	118,660 22	24,674	128,999 74	73,665 62
3	Atlantic Quebec and Western	18,305	618,298	.....	22,324	17,859 82	17,859 82	83,645	41,096 97	90,431 01
4	Bay of Quinté	280,880	10,980,236	191,128	46,160	199,550 74	200,092 58	237,288	257,271 58	221,051 27
5	Bedlington and Nelson	2,116	14,815	1,719	21	1,821 10	1,821 10	1,754	2,146 16	8,235 56
6	Brandon, Saskatchewan and Hudson Bay	77,333	3,271,119	69	24,281	40,057 53	44,787 85	68,118	76,136 22	117,712 80
7	British Yukon	61,964	5,555,765	60,205	15,494	254,499 76	254,499 76	78,125	326,348 56	100,347 12
8	Brockville, Westport and North Western	41,554	1,371,282	28,000	1,260	37,727 28	37,758 32	58,935	76,447 27	51,149 54
9	Canada Southern	8,588,037	1,244,337,112	151,072	1,913,821	7,416,023 97	7,472,737 27	3,875,213	10,996,494 45	5,678,012 28
10	Canadian Gov't Railways—Intercolonial	5,316,461	1,424,519,501	353,416	4,895,957	8,128,157 30	8,206,110 00	8,341,963	12,349,296 06	12,510,311 73
11	Canadian Gov't Railways—P. E. Island	122,714	4,586,905	212,597	.....	180,592 33	180,592 33	363,801	390,461 40	512,736 69
12	Canadian Northern	6,821,811	2,366,393,799	792,992	5,760,178	18,261,130 13	18,568,177 95	9,212,339	24,277,478 47	17,151,462 19
13	Canadian Northern, Ontario	1,014,110	103,038,325	104,761	382,930	858,324 79	871,607 32	913,081	1,280,524 57	1,230,213 83
14	Canadian Northern, Quebec	1,043,531	91,725,724	154,386	317,962	1,021,738 36	1,160,487 21	764,527	1,599,546 82	1,385,347 14
15	Canadian Pacific	29,471,814	11,242,690,998	1,888,095	27,611,103	88,101,523 23	88,770,594 17	51,904,291	130,769,707 93	87,719,944 43
16	Cape Breton	5,409	90,170	19,592	.....	4,743 09	4,743 09	19,592	11,283 17	21,390 84
17	Caraquet	34,960	1,398,400	49,635	.....	51,125 11	51,125 11	49,635	73,161 40	64,742 50
18	Central Ontario	294,244	10,252,674	49,020	87,430	241,206 73	241,866 73	318,720	375,048 23	243,024 59
19	Crow's Nest Southern	282,298	14,445,599	.....	56,799	201,841 28	202,456 56	102,557	226,720 68	222,830 00
20	Canada and Gulf Terminal	20,759	415,180	24,264	.....	22,719 73	22,719 73	24,264	42,139 96	35,726 84
21	Cumberland Railway	366,489	5,281,000	28,849	19,816	92,275 72	92,275 72	48,665	110,799 67	90,945 51
22	Dominion Atlantic	367,897	20,258,699	196,028	110,534	536,392 97	537,419 77	612,019	984,497 35	681,792 13
23	Eastern British Columbia	163,869	1,533,712	7,638	96	49,856 88	50,082 88	7,814	54,610 83	26,917 23
24	Elgin and Havelock	12,178	308,706	17,256	.....	9,388 00	9,388 00	17,256	13,498 55	13,282 38
25	Essex Terminal	161,874	809,370	.....	20,900	43,689 87	45,846 43	20,900	47,683 73	27,881 30
26	Esquimalt and Nanaimo	478,570	17,576,036	6,836	134,979	541,357 41	549,133 61	275,575	931,892 02	593,714 35
27	Grand Trunk	21,041,806	3,758,487,790	469,779	11,340,942	25,886,171 42	26,437,660 39	20,221,257	40,424,397 03	27,957,173 45
28	Grand Trunk (Canada Atlantic)	1,928,864	243,023,658	126,847	898,191	1,666,333 24	1,788,234 10	1,693,431	2,382,258 95	2,276,550 41
29	Grand Trunk Pacific	1,561,457	816,646,434	341,463	2,176,467	6,325,367 17	6,410,792 56	3,743,120	8,162,204 86	7,275,493 84
30	Halifax and South Western	295,077	16,038,266	269,392	48,986	275,056 11	281,423 62	411,379	531,338 62	528,217 46
31	Hereford	137,532	3,309,127	33,219	20,398	67,397 68	67,422 18	87,239	89,756 74	124,515 82
32	Inverness Railway and Coal Co	302,732	17,782,674	43,107	68,355	189,196 67	189,208 17	111,462	213,824 00	120,439 31
33	Irondale, Bancroft and Ottawa	26,829	626,638	34,980	.....	19,893 29	20,213 79	34,980	30,384 76	23,967 97
34	International of New Brunswick	106,632	4,264,173	34,320	20,184	67,331 86	69,137 96	124,042	111,932 05	79,098 77
35	Kent Northern	11,541	230,830	16,902	.....	12,862 46	12,862 46	16,902	21,983 90	17,875 13

36	Kettle Valley	2,637	34,061	2,300	.....	2,271 67	2,921 63	2,300	3,464 23	3,816 49
37	Kingston and Pembroke	88,860	4,175,420	47,683	1,207	85,171 30	96,713 16	81,542	134,338 07	105,768 48
38	Klondike Mines	44,400	495,594	.....	14,186	110,179 51	110,179 51	14,180	110,189 51	71,976 01
39	Lothbinière and Mégantic	51,912	702,753	18,780	.....	28,651 53	28,651 53	18,960	34,870 07	27,964 97
40	London and Port Stanley	642,920	9,875,390	14,999	47,228	99,003 36	107,421 97	127,240	146,571 23	164,293 23
41	Maine Central	188,942	963,604	6,650	4,208	6,238 16	6,238 16	14,613	18,536 58	16,233 49
42	Manitoba Great Northern	98,815	5,263,465	23,826	9,994	58,176 51	58,728 28	42,752	66,376 01	145,660 94
43	Maritime Coal, Railway and Power Co.	209,067	2,257,813	15,272	11,082	60,459 63	60,459 63	26,354	68,087 92	40,058 87
44	Massawippi Valley	734,025	22,907,778	.....	111,097	190,846 50	193,156 79	209,416	265,791 16	248,793 89
45	Moncton and Buctouche	23,588	469,567	23,232	.....	18,014 48	18,014 48	23,232	30,805 69	23,732 15
46	Midland Railway Co. of Manitoba	227,302	16,219,042	.....	65,169	240,663 41	245,670 63	181,446	467,550 94	349,998 55
47	Montreal and Atlantic	1,369,462	71,224,193	130,853	360,616	837,316 09	845,570 72	666,377	1,104,926 16	1,003,473 11
48	Montreal and Province Line	100,012	2,632,985	17,738	25,096	64,778 23	64,828 20	99,396	145,066 38	109,777 35
49	Montreal and Vermont Junction	390,604	8,622,702	.....	35,400	60,893 49	61,225 33	101,548	128,808 45	83,238 94
50	Morrissey Fernie and Michel	851,758	5,195,723	41,626	.....	131,052 92	140,354 22	41,626	152,696 72	133,714 32
51	Napierville Jct	410,729	11,597,532	16,902	15,540	94,647 93	94,650 93	32,442	101,196 46	42,101 83
52	Nelson and Fort Sheppard	31,112	1,284,568	.....	19,464	50,636 79	50,666 79	57,024	82,723 14	107,807 76
53	New Brunswick Coal and Railway Co.	68,370	2,973,170	57,138	.....	40,428 55	40,428 85	57,138	61,346 56	74,330 34
54	New Brunswick and Prince Edward Island	49,793	786,688	20,040	31,760	30,636 29	30,636 29	56,810	43,394 77	36,154 38
55	New Westminster Southern	63,303	839,988	20,720	.....	41,291 85	41,847 70	20,720	57,844 29	30,114 73
56	North Shore	3,930	31,440	4,800	.....	1,571 95	1,571 95	4,800	1,967 56	1,779 49
57	Ottawa and New York	323,163	14,556,986	.....	73,744	124,318 74	124,364 78	153,485	218,220 19	190,933 27
58	Père Marquette	2,881,897	445,513,342	12,998	862,745	2,451,840 65	2,486,154 93	1,136,229	2,689,475 48	1,692,960 01
59	Quebec Central	1,105,011	89,238,653	259,981	72,314	1,118,312 94	1,118,312 94	858,165	1,571,150 98	1,107,950 35
60	Quebec and Lake St. John	540,351	47,340,978	48,520	310,522	630,629 73	631,546 55	558,899	959,380 40	836,159 75
61	Quebec, Montreal and Southern	462,418	19,614,272	85,398	61,008	231,131 14	233,117 53	273,215	395,466 37	383,347 84
62	Quebec Oriental	42,074	2,906,201	.....	56,992	52,571 66	52,571 66	120,093	101,687 58	94,370 91
63	Quebec Railway Light and Power Co.	193,075	1,668,176	.....	24,184	66,089 80	68,037 75	30,805	82,079 57	64,957 85
64	Red Mountain	22,812	196,898	6,570	2,242	11,562 84	13,800 84	8,812	17,114 92	29,527 31
65	Rutland and Noyan	336,889	1,142,054	.....	2,415	5,443 41	5,443 41	7,856	14,544 19	12,954 00
66	Salisbury and Albert	47,489	1,020,030	31,578	.....	24,218 44	24,218 44	31,578	37,010 87	31,751 96
67	Schomberg and Aurora	10,863	108,630	23,197	.....	7,216 51	7,216 51	23,197	13,284 41	15,522 98
68	Stanstead, Shefford and Chambly	414,512	2,127,092	17,472	23,167	55,816 26	56,545 88	85,009	104,669 02	99,692 96
69	St. Clair Tunnel	.....	.....	.....	.....	347,821 50	347,821 50	.....	347,821 50	96,621 06
70	St. Lawrence and Adirondack	1,046,271	38,967,540	.....	128,598	405,814 61	406,294 18	342,445	684,681 76	452,451 29
71	St. Martins	12,458	185,150	17,640	.....	8,208 93	8,208 93	17,640	14 787 22	15,659 58
72	Sydney and Louisburg	4,911,053	69,382,774	19,928	236,921	716,625 28	747,509 87	279,676	818,198 30	539,505 54
73	Temiscouata	187,553	8,131,193	70,471	12,687	181,159 26	181,595 02	156,970	250,769 87	178,448 73
74	Temiskaming and Northern Ontario	650,247	75,111,559	80,470	379,897	871,802 24	886,393 69	882,241	1,569,220 15	1,418,164 60
75	Thousand Islands	45,770	274,620	32,604	.....	28,857 61	28,857 61	32,604	46,241 43	30,445 23
76	Toronto, Hamilton and Buffalo	2,788,028	108,735,895	.....	184,293	1,271,882 92	1,358,199 46	491,738	1,826,247 24	980,964 48
77	Vancouver, Victora and Eastern	1,447,789	41,721,730	93,450	105,838	676,447 56	687,375 13	343,287	994,614 86	929,579 23
78	Victoria Terminal Rly and Ferry Co	43,732	43,295	26	635	2,804 64	2,822 14	1,987	6,689 81	3,346 35
79	Victoria and Sydney, B.C	45,282	620,317	416	10,313	38,642 88	38,789 88	31,898	78,860 58	52,957 06
80	Wabash (In Canada)	2,019,027	438,916,279	12,221	906,815	1,907,949 28	1,913 755 09	1 638 853	2,593,103 71	2,236,200 94
81	Wellington Colliery	278,542	2 947,435	30,000	.....	79,326 09	79,326 09	30,000	84,162 49	84,162 49
82	York and Carleton	13,018	130,180	8,597	.....	3,846 29	3,846 29	8,597	5,898 84	3,533 89
	Total	106,992,710	23,032,951,596	7,044,194	60,275,896	174,684,640 28	177,089,372 78	113,437208	256,702,703 32	182,011,690 33

TABLE 11.—SUMMARY of Train Mileage for the Year ending June 30, 1913.

	1	2	3	4	5	6	7
	Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Special Train Mileage.	Total Revenue Train Mileage.	Mileage of Non-Revenue Trains.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1	Algoma Central and Hudson Bay	68,926	9,758	61,736	2,964	143,384	13,823
2	Algoma Eastern	660	12,773	11,215	26	24,674	3,403
3	Atlantic, Quebec and Western	61,321	.....	22,324	.....	83,645	4,985
4	Bay of Quinté	.....	191,128	46,160	.....	237,288	.....
5	Bedlington and Nelson	14	1,719	21	.....	1,754	316
6	Brandon, Saskatchewan and Hudson Bay	43,678	69	24,281	90	68,118	2,156
7	British Yukon	2,426	60,205	15,494	.....	78,125	1,507
8	Brockville, Westport and North Western	29,180	28.000	1,260	495	58,935	295
9	Canada Southern	1,809,547	151,072	1,913,821	773	3,875,213	79,447
10	Canadian Government Railways (Intercolonial)	3,092,590	353,416	4,895,957	.....	8,341,963	305,004
11	" " " (P. E. Island)	146,663	212,597	.....	4,541	363,801	29,142
12	Canadian Northern	2,627,899	792,992	5,760,178	31,270	9,212,339	505,669
13	" " (Ontario)	425,390	104,761	382,930	.....	913,081	47,221
14	" " (Quebec)	281,595	154,386	317,962	10,584	764,527	18,124
15	Canadian Pacific	22 333 592	1,888,095	27,611 103	71,501	51,904,291	2,253,786
16	Cape Breton	.....	19,592	.....	.....	19,592	.....
17	Caraquet	.....	49,635	.....	.....	49,635	.....
18	Central Ontario	182,124	49,020	87,430	146	318,720	8,950
19	Crow's Nest Southern	45.654	.....	56,799	104	102,557	4,881
20	Canada and Gulf Terminal	.....	24,264	.....	.....	24,264	.....
21	Cumberland Railway	.....	28,849	19,816	.....	48,665	.....
22	Dominion Atlantic	304,870	196,028	110,534	587	612,019	47,019
23	Eastern British Columbia	.....	7,638	96	80	7,814	120
24	Elgin and Havelock	.....	17,256	.....	.....	17,256	.....
25	Essex Terminal	.....	.....	20,900	.....	20,900	.....
26	Esquimalt and Nanaimo	133,760	6,836	134,979	.....	275,575	34,039
27	Grand Trunk	8,390,090	469,779	11,340,942	20,446	20,221,257	964,678
28	" (Canada Atlantic)	665,755	126,847	898,191	2,638	1,693,431	97,778
29	" (Pacific)	1,222,837	341,463	2,176,467	2,323	3,743,120	763,268
30	Halifax and South Western	88,061	269,392	48,986	4,940	411,379	11,914
31	Hereford	33,622	33,219	20,398	.....	87,239	2,346
32	Inverness Railway and Coal Co	.....	43,107	68,355	.....	111,462	.....
33	Irondale, Bancroft and Ottawa	.....	34,980	.....	.....	34,980	.....
34	International of New Brunswick	69,286	31,320	20,184	252	124,042	5,387

35	Kent Northern	.....	16,902	.....	.....	16,902	.....
36	Kettle Valley	.....	2,300	.....	.....	2,300	.....
37	Kingston and Pembroke	32,652	47,683	1,207	.....	81,542	.....
38	Klondike Mines	.....	.....	14,186	.....	14,186	.....
39	Lotbinière and Megantic	.....	18,780	.....	180	18,960	.....
40	London and Port Stanley	65,013	14,999	47,228	.....	127,240	800
41	Maine Central	3,755	6,650	4,208	.....	14,613	281
42	Manitoba Great Northern	8,932	23,826	9,994	.....	42,752	11,839
43	Maritime Coal, Railway & Power Co	.....	15,272	11,082	.....	26,354	5,581
44	Massawippi Valley	98,319	.....	111,097	.....	209,416	70
45	Moncton and Buctouche	.....	23,232	.....	.....	23,232	.....
46	Midland Railway Co of Manitoba	116,140	.....	65,169	137	181,446	266
47	Montreal and Atlantic	174,893	130,853	360,616	15	666,377	18,025
48	Montreal and Province Line	54,165	17,738	25,096	2,397	99,396	12,035
49	Montreal and Vermont Junction	66,103	.....	35,400	45	101,548	2,088
50	Morrissey Fernie and Michel	.....	41,626	.....	.....	41,626	.....
51	Napierville Junction	.....	16,902	15,540	.....	32,442	.....
52	Nelson and Fort Sheppard	37,560	.....	19,464	.....	57,024	11,237
53	New Brunswick Coal and Railway Co	.....	57,138	.....	.....	57,138	.....
54	New Brunswick and P. E. Island	5,010	20,040	31,760	.....	56,810	.....
55	New Westminster Southern	.....	20,720	.....	.....	20,720	16
56	North Shore	.....	4,800	.....	.....	4,800	.....
57	Ottawa and New York	79,741	.....	73,744	.....	153,485	17,387
58	Père Marquette	260,486	12,998	862,745	.....	1,136,229	3,196
59	Quebec Central	228,641	259,981	72,314	297,229	858,165	263,927
60	Quebec and Lake St. John	197,250	48,520	310,522	2,607	558,899	6,663
61	Quebec, Montreal and Southern	126,809	85,398	61,008	.....	273,215	1,953
62	Quebec Oriental	63,101	.....	56,992	.....	120,093	5,567
63	Quebec Railway, Light & Power Co	6,621	.....	24,184	.....	30,805	5,062
64	Red Mountain	.....	6,570	2,242	.....	8,812	245
65	Rutland and Noyan	5,441	.....	2,415	.....	7,856	.....
66	Salisbury and Albert	.....	31,578	.....	.....	31,578	.....
67	Schomberg and Aurora	.....	23,197	.....	.....	23,197	.....
68	Stanstead, Shefford and Chambly	43,918	17,472	23,167	512	85,069	11,393
69	St. Clair Tunnel	.....	.....	.....	.....	.....	.....
70	St. Lawrence and Adirondack	213,847	.....	128,598	.....	342,445	8,070
71	St. Martins	.....	17,640	.....	.....	17,640	.....
72	Sydney and Louisburg	22,827	19,928	236,921	.....	279,676	.....
73	Temiscouata	73,812	70,471	12,687	.....	156,970	13,266
74	Temiskaming and Northern Ontario	419,237	80,470	379,897	2,637	882,241	63,759
75	Thousand Islands	.....	32,604	.....	.....	32,604	.....
76	Toronto, Hamilton and Buffalo	303,020	.....	184,293	4,425	491,738	17,084
77	Vancouver, Victoria & Eastern	143,652	93,450	105,838	347	343,287	135,045
78	Victoria Terminal Railway and Ferry Co	1,326	26	635	.....	1,987	.....
79	Victoria and Sydney, B.C	21,169	416	10,313	.....	31,898	.....
80	Wabash (in Canada)	719,355	12,221	906,815	462	1,638,852	53,197
81	Wellington Colliery	.....	30,000	.....	.....	30,000	.....
82	York and Carleton	.....	8,597	.....	.....	8,597	.....
	Total	45,652,365	7,044,194	60,275,896	464,753	113,437,208	5,873,310

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913.

	Name of Railway.	PRODUCTS OF AGRICULTURE.							
		OTHER MILL PRODUCTS.				HAY.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	1,420	1,832		3,252	175	126		301
2	Algoma Eastern	93			93	118			118
3	Atlantic Quebec and Western	9	396		405	201	1,211		1,412
4	Bay of Quinte	2,649	1,088		3,737	372	2,852		3,224
5	Bedlington and Nelson							59	59
6	Brandon, Saskatchewan and Hudson Bay	55,160		65	55,225	275			275
7	British Yukon	2,490			2,490	380			380
8	Brockville, Westport and North Western	177	3,174		3,351	1,133	2,957		4,090
9	Canada Southern	27,411	65,531	947,874	1,040,816	31,871	60,383	161,782	254,036
10	Canadian Govt. Railway—Intercolonial	23,803	143,223		167,026	54,503	150,264		204,767
11	" " P. E. Island	15,632	575		16,207	2,970	1,306		4,276
12	Canadian Northern	1,537,779	95,613	1,910	1,635,302	86,696	7,003	1,085	94,784
13	" " Ontario	4,828	2,634		7,462	2,369	1,108		3,477
14	" " Quebec	10,950	7,976	618	19,544	3,320	17,596		20,916
15	Canadian Pacific	4,052,811	273,933	110,320	4,437,064	674,420	60,017	74,956	809,393
16	Cape Breton		17		17	1	759		760
17	Caraquet	155			155		1,020		1,020
18	Central Ontario	2,636	4,802		7,438	116	2,534		2,650
19	Crow's Nest Southern	150	326	86	562	70	35	52	157
20	Canada and Gulf Terminal	100	944		1,044	8	510		518
21	Cumberland Railway		680		680		4,210		4,210
22	Dominion Atlantic	1,669	4,293		5,962				
23	Eastern British Columbia		216		216		18		18
24	Elgin and Havelock	2	300		302	10	600		610
25	Essex Terminal		710		710		340		340
26	Esquimalt and Nanaimo	9,968	6,998		16,966	2,768	6,968		9,736
27	Grand Trunk	1,138,960	148,539	681,606	1,969,105	374,050	52,355	182,024	608,429
28	" (Canada Atlantic)	191,164	22,963	106	214,233	33,644	19,963	134	53,741
29	" Pacific								
30	Halifax and South Western	1,923	1,815		3,738	5,976	2,494		8,470
31	Hereford	485	1,248	2,090	3,823	570	501	130	1,201
32	Inverness Railway and Coal Co	22	741		763	95	1,448		1,543
33	Irondale, Bancroft and Ottawa	2	122		124	36	187		223

34	International of New Brunswick	684	1,234		1,981	218	450		668
35	Kent Northern	27			27	5	1,055		1,060
36	Kettle Valley	112	20		132				
37	Kingston and Pembroke	7,216	1,165		8,381	57	1,255		1,312
38	Klondike Mines								
39	Lotbinière and Megantic	54	218		272	116	268		384
40	London and Port Stanley		2,159	4,281	6,440	2	1		3
41	Maine Central			763	763			236	236
42	Manitoba Great Northern	35,745	956	174	36,875	194	40	38	272
43	Maritime Coal Railway and Power Co	83	253		336	40	397		437
44	Massawippi Valley	601	21,825	6,931	29,357	272	3,813	617	4,702
45	Moncton and Buctouche								
46	Midland Railway Co. of Manitoba	13		751	764	41		350	391
47	Montreal and Atlantic	449	92,625	17,120	110,194	615	105,097	181	105,893
48	Montreal and Province Line	216	4,524		4,740	114	1,398		1,512
49	Montreal and Vermont Jct	11	82,288	180	82,479	24	4,368		4,392
50	Morrissey, Fernie and Michel								
51	Napierville Jct	492	319	219	1,030	20	566	17	603
52	Nelson and Fort Sheppard		21	163	184		21	102	123
53	New Brunswick Coal and Railway Co		589		589		501		501
54	New Brunswick and P. E. Island		590		590		450		450
55	New Westminster Southern	20	90		110		17		17
56	North Shore								
57	Ottawa and New York	99	1,077	799	1,975	181	1,775	29	1,985
58	Père Marquette		10,271	16,372	26,643	801	504		1,305
59	Quebec Central		13,504		13,504		24,746		24,746
60	Quebec and Lake St. John	2,799	10,319		13,118	1,574	5,078		6,652
61	Quebec, Montreal and Southern	454	3,463		3,917	72	7,772		7,844
62	Quebec Oriental	75	90		165	101	2,618		2,719
63	Quebec Railway, Light and Power Co	4,478	139		4,617	809	244		1,053
64	Red Mountain			84	84			32	32
65	Rutland and Noyan		60	1,190	1,250			41	41
66	Salisbury and Albert	15	402		417	95	1,004		1,099
67	Schomberg and Aurora	2,159			2,159	802			802
68	Stanstead, Shefford and Chambly		86,020		86,020	1,003	4,438		5,441
69	St. Clair Tunnel								
70	St. Lawrence and Adirondack	601	1,602	1,707	3,910	1,873	918	39	2,830
71	St. Martin's		140		140		400		400
72	Sydney and Louisburg	26	510		536		3,352		3,352
73	Temiscouata	314	1,966		2,280	376	2,332		2,708
74	Temiskaming and Northern Ontario	1,463	5,509		6,972	610	6,104		6,714
75	Thousand Islands		1,372		1,372		406		406
76	Toronto Hamilton and Buffalo	2,006	66,725		68,731	4,361	47,847		52,208
77	Vancouver, Victoria and Eastern	3,783	178	10,496	14,457		89	1,737	1,826
78	Victoria Terminal Railway and Ferry Co	324	565		889	247	21		268
79	Victoria and Sydney, B.C	144	778		922	1	298		299
80	Wabash (in Canada)	2,168		226,679	228,847	113	225	30,931	31,269
81	Wellington Colliery		364		364		109		109
82	York and Carleton								
	Final total	7,149,079	1,204,619	2,032,584	10,386,282	1,290,884	628,742	454,572	2,374,198

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

	Name of Railway.	PRODUCTS OF AGRICULTURE.							
		OTHER MILL PRODUCTS.				HAY.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads	Total freight tonnage.
1	Algoma Central and Hudson Bay					2,240	147		2,387
2	Algoma Eastern	75			75	325			325
3	Atlantic, Quebec and Western		16		16	10	21		31
4	Bay of Quinté	811	712		1,523	1,227	334		1,561
5	Bedlington and Nelson								
6	Brandon, Saskatchewan and Hudson Bay	27		104	131			11	11
7	British Yukon	86			86	2,260			2,260
8	Brockville, Westport and North Western	1,040	1,459		2,499	78	2		80
9	Canada Southern	13,565	6,921	162,277	182,763	11,929	1,018	33,526	46,473
10	Canadian Government Railway—Intercolonial	25,051	34,365		59,416	52,665	16,685		69,350
11	" " P. E. Island	2,188	224		2,412	3,072			3,072
12	Canadian Northern	35,860	7,506	1,312	44,678	27,766	2,544	1,514	31,824
13	" " Ontario	3,354	2,469		5,823	2,501	1,670		4,171
14	" " Quebec	1,986	4,490	25	6,501	33,546	480		34,026
15	Canadian Pacific	347,499	32,018	25,690	405,207	311,651	27,062	8,024	346,740
16	Cape Breton					2	356		358
17	Caraquet					210	110		320
18	Central Ontario	97	1,363		1,460	511	855		1,366
19	Crow's Nest Southern	14	83	32	129		96	795	891
20	Canada and Gulf Terminal					57	141		198
21	Cumberland Railway	60	280		340	62	260		322
22	Dominion Atlantic	11,118	15,480		26,598	4,847	134		4,981
23	Eastern British Columbia		33		33		369		369
24	Elgin and Havelock	20	823		843	135	125		260
25	Essex Terminal						171		171
26	Esquimalt and Nanaimo	6,526	1,669		8,195	3,361	328		3,689
27	Grand Trunk	71,963	12,341	166,116	250,420	107,829	68,046	38,134	214,009
28	" " (Canada Atlantic)	6,276	7,892		14,168	44,835	4,614		49,449
29	" " Pacific								
30	Halifax and South Western	4,430	4,884		9,314	2,685	1,518		4,203
31	Hereford	88	33	20	141	578	2		580
32	Inverness Railway and Coal Co	52	757		809	123	932		1,055
33	Irondale, Bancroft and Ottawa		408		408	4	119		123

34	International of New Brunswick	40	17		57	581	938		1,519
35	Kent Northern					46			46
36	Kettle Valley	5			5			110	110
37	Kingston and Pembroke	403	4	86	8	89 1,3	69 1	31	1,500
38	Klondike Mines								
39	Lotbinière and Megantic	103	414		517	407			407
40	London and Port Stanley	37	20		57	318	170		488
41	Maine Central			318	318			181	181
42	Manitoba Great Northern	423	55	87	565				
43	Maritime Coal Railway and Power Co.	247	331		578		439		439
44	Massawippi Valley	543	4,613	1,598	6,754	2,336	6,699	919	9,954
45	Moncton and Buctouche								
46	Midland Railway Co. of Manitoba	22		820	842			675	675
47	Montreal and Atlantic	691	70,880	356	71,927	25,976	14,562		40,538
48	Montreal and Province Line	72	1,044		1,116	12,696	384		13,080
49	Montreal and Vermont Jet	16	41,504		41,520	6,876	26,964		33,840
50	Morrissey, Fernie & Michel								
51	Napierville Jet		220		220	7,928	54		7,982
52	Nelson and Fort Sheppard		162	345	507	12		4,043	4,055
53	New Brunswick Coal and Railway Co						183		183
54	New Brunswick and P. E. Island		510		510	4,510			4,510
55	New Westminster Southern	97	609		706	390	1,302		1,692
56	North Shore	419			419				
57	Ottawa and New York	86	1,811	43	1,940	3,031	2,944		5,975
58	Père Marquette	599	60	317	976		2,170	3,450	5,620
59	Quebec Central								
60	Quebec and Lake St. John	1,493	1,461		2,954	2,770	1,084		3,854
61	Quebec, Montreal and Southern	15	1,162		1,177	30,487	3,662		34,149
62	Quebec Oriental	10	20		30	221			221
63	Quebec Railway, Light and Power Co	634	132		766	381	874		1,255
64	Red Mountain	15		47	62			1,243	1,243
65	Rutland and Noyan					158	36,704	15	36,877
66	Salisbury and Albert					876			876
67	Schomberg and Aurora					56			56
68	Stanstead, Shefford and Chambly		41,504		41,504	4,923	32,592		37,515
68	St. Clair Tunnel								
70	St. Lawrence and Adirondack	1,576	1,296	313	3,185	7,510	28,032	95	35,637
71	St. Martin's						180		180
72	Sydney and Louisburg	162	820		982	62	5,416		5,478
73	Temiscouata	73	108		181	489	188		677
74	Temiskaming and Northern Ontario	675	1,495		2,170	3,025	7,835		10,860
75	Thousand Islands	170			170				
76	Toronto, Hamilton and Buffalo	3,444	3,681		7,125	457	2,068		2,525
77	Vancouver, Victoria and Eastern	1,604	130	1,550	3,284	13,376	59	5,122	18,557
78	Victoria Terminal Railway and Ferry Co	1,289	303		1,592	381	979		1,360
79	Victoria and Sydney, B.C		1,592		1,592	937	423		1,360
80	Wabash (in Canada)			88,879	88,879	173		20,347	20,520
81	Wellington Colliery		103		103				
82	York and Carleton					706	667		1,373
	Final total	547,149	312,769	450,249	1,310,167	747,976	305,842	118,204	1,172,022

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	PRODUCTS OF AGRICULTURE.							
		TOBACCO.				COTTON.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads	Total freight tonnage.
1	Algoma Central and Hudson Bay								
2	Algoma Eastern								
3	Atlantic, Quebec and Western		15		15				
4	Bay of Quinté								
5	Bedlington and Nelson								
6	Brandon, Saskatchewan and Hudson Bay								
7	British Yukon	11			11				
8	Brockville, Westport and North Western		13		13				
9	Canada Southern	2,394	439	9,336	12,169			17,838	17,838
10	Canadian Govt. Railway —Intercolonial	798	463		1,261	2,707	2,350		5,057
11	" " P. E. Island	101	44		145	17	11		28
12	Canadian Northern								
13	" " Ontario								
14	" " Quebec	2,167	398		2,565			127	127
15	Canadian Pacific	28,563	2,160	53	30,776	2,721	4,997	12,268	19,986
16	Cape Breton								
17	Caraquet								
18	Central Ontario	3			3	33			33
19	Crow's Nest Southern								
20	Canada and Gulf Terminal	1	2		3				
21	Cumberland Railway		1		1				
22	Dominion Atlantic	364	48		412				
23	Eastern British Columbia								
24	Elgin and Havelock		2		2		10		10
25	Essex Terminal								
26	Esquimalt and Nanaimo		37		37				
27	Grand Trunk	2,022	3,331	5,568	10,921	1,479	3,477	9,765	14,721
28	" (Canada Atlantic)	183	1,485		1,668	6,221	878	27	7,126
29	" Pacific								
30	Halifax and South Western								
31	Hereford	2	3	1	6				
32	Inverness Ry. and Coal Co								
33	Irondale, Bancroft and Ottawa								

34	International of New Brunswick	5	5		10				
35	Kent Northern								
36	Kettle Valley								
37	Kingston and Pembroke	85	10	20	115	10		132	142
38	Klondike Mines								
39	Lotbinière and Megantic								
40	London and Port Stanley								
41	Maine Central								
42	Manitoba Great Northern			21	21	8			8
43	Maritime Coal, Railway and Power Co		6		6				
44	Massawippi Valley		126	21	147			11	11
45	Moncton and Buctouche								
46	Midland Railway Co. of Manitoba	34		45	79			54	54
47	Montreal and Atlantic	13	2,111	491	2,615		5,778	4,361	10,139
48	Montreal and Province Line								
49	Montreal and Vermont Jct								
50	Morrissey, Fernie and Michel								
51	Napierville Jct			126	126			133	133
52	Nelson and Fort Sheppard								
53	New Brunswick Coal and Railway Co								
54	New Brunswick and P. E. Island								
55	New Westminster Southern								
56	North Shore								
57	Ottawa and New York	2	1		3	184	411	851	1,446
58	Père Marquette	21			21				
59	Quebec Central								
60	Quebec and Lake St. John	78	34		112				
61	Quebec, Montreal and Southern	14			14		12		12
62	Quebec Oriental								
63	Quebec Railway, Light and Power Co	35	1		36	353	3,443		3,796
64	Red Mountain								
65	Rutland and Noyan								
66	Salisbury and Albert								
67	Schomberg and Aurora								
68	Stanstead, Shefford and Chambly								
69	St. Clair Tunnel								
70	St. Lawrence and Adirondack		91	298	389	13	122	490	625
71	St. Martin's								
72	Sydney and Louisburg		14		14				
73	Temiscouata	15	19		34		3		3
74	Temiskaming and Northern Ontario								
75	Thousand Islands								
76	Toronto, Hamilton and Buffalo	77	638		715		1,759		1,759
77	Vancouver, Victoria and Eastern			125	125			443	443
78	Victoria Terminal Railway and Ferry Co								
79	Victoria and Sydney, B.C								
80	Wabash (in Canada)			899	899			10,310	10,310
81	Wellington Colliery								
82	York and Carleton								
	Final total	36,988	11,497	17,004	65,489	13,746	23,251	56,810	93,807

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	PRODUCTS OF AGRICULTURE.							
		FRUIT AND VEGETABLES.				OTHER PRODUCTS OF AGRICULTURE.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	428	166	.....	594	42	.....	.....	42
2	Algoma Eastern	78	.....	.....	78	.....	.....	.....	.....
3	Atlantic, Quebec and Western	10	42	.....	52	26	57	.....	83
4	Bay of Quinté	1,168	186	.....	1,354	.....	.....	.....	.....
5	Bedlington and Nelson	.....	.....	.....	.....	.....	.....	.....	.....
6	Brandon, Saskatchewan and Hudson Bay	19	.....	1,477	1,496	.....	.....	16	16
7	British Yukon	764	.....	.....	764	.....	.....	.....	.....
8	Brockville, Westport and North Western	228	163	.....	391	.....	.....	.....	.....
9	Canada Southern	30,741	3,206	126,977	160,924	8,700	4,106	76,030	88,836
10	Canadian Govt. Railway—Intercolonial	43,572	27,594	.....	71,166	4,214	10,185	.....	14,399
11	" " P. E. Island	10,203	121	.....	10,324	.....	.....	.....	.....
12	Canadian Northern	19,958	3,001	12,014	34,973	.....	.....	.....	.....
13	" " Quebec	4,101	831	.....	4,932	.....	.....	.....	.....
	" " Ontario	1,061	1,720	114	2,895	.....	.....	.....	.....
15	Canadian Pacific	254,079	58,182	167,069	479,330	139,893	30,617	6,585	177,095
16	Cape Breton	8	.....	.....	8	.....	.....	.....	.....
17	Caraquet	20	45	.....	65	1,200	.....	.....	1,200
18	Central Ontario	8,340	5,742	.....	14,082	.....	.....	.....	.....
19	Crow's Nest Southern	28	.....	1,038	1,066	.....	.....	60	60
20	Canada and Gulf Terminal	2,248	19	.....	2,267	.....	.....	.....	.....
21	Cumberland Railway	161	310	.....	471	22	112	.....	134
22	Dominion Atlantic	69,210	144	.....	69,354	10,662	11	.....	10,673
23	Eastern British Columbia	.....	124	.....	124	.....	.....	.....	.....
24	Elgin and Havelock	411	10	.....	421	172	12	.....	184
25	Essex Terminal	.....	60	.....	60	.....	.....	.....	.....
26	Esquimalt and Nanaimo	1,853	2,241	.....	4,094	596	1,041	.....	1,637
27	Grand Trunk	146,328	15,015	119,529	280,872	46,368	14,783	27,907	89,058
28	" (Canada Atlantic)	1,170	9,700	2,048	12,918	1,514	1,883	567	3,964
29	" Pacific	.....	.....	.....	.....	.....	.....	.....	.....
30	Halifax and South Western	5,696	181	.....	5,877	.....	.....	.....	.....
31	Hereford	37	24	21	82	58	3	23	84
32	Inverness Railway and Coal Co	40	76	.....	116	.....	.....	.....	.....
33	Irondale, Bancroft and Ottawa	11	361	.....	372	.....	.....	.....	.....

34	International of New Brinswick	338	117		455	255			255
35	Kent Northern	126			126				
36	Kettle Valley	502			502				
37	Kingston and Pembroke	85	68		153				
38	Klondike Mines								
39	Lotbinière and Megantic	24	40		64	410	142		552
40	London and Port Stanley	191	102		293	151	81		232
41	Maine Central			2,385	2,385			10	10
42	Manitoba Great Northern	421	955	687	2,063	145	31	171	347
43	Maritime Coal, Railway and Power Co	19	221		240				
44	Massawippi Valley	277	529	233	1,039	74	254		328
45	Moncton and Buctouche					3,936			3,936
46	Midland Railway Co. of Manitoba	13		7,842	7,855	367	40	2,222	2,629
47	Montreal and Atlantic	529	11,031	1,194	12,754	51	2,581	6,580	9,212
48	Montreal and Province Line								
49	Montreal and Vermont Jct		2,973	552	3,525		3,000		3,000
50	Morrissey, Fernie and Michel								
51	Napierville Jct	39		4,392	4,431				
52	Nelson and Fort Sheppard	22	12	244	278				
53	New Brunswick Coal and Railway Co								
54	New Brunswick and P. E. Island								
55	New Westminster Southern	165	362		527				
56	North Shore								
57	Ottawa and New York	378	123	141	642	34	32	121	187
58	Père Marquette	528	251	81	860	400	11,475	18,110	29,985
59	Quebec Central					5,378	939		6,317
60	Quebec and Lake St. John	1,172	1,112		2,284				
61	Quebec, Montreal and Southern	206	662		868				
62	Quebec Oriental					1,375	381		1,756
63	Quebec Railway, Light and Power Co	297	117		414	95	29		124
64	Red Mountain	14		285	299				
65	Rutland and Noyan		18	514	532				
66	Salisbury and Albert								
67	Schomberg and Aurora	172			172	487			487
68	Stanstead, Shefford and Chambly	1,260	2,973	552	4,785		4,044		4,044
69	St. Clair Tunnel								
70	St. Lawrence and Adirondack	264	3,400	2,273	5,937	242	1,034	612	1,888
71	St. Martin's	100			100				
72	Sydney and Louisburg	126	672		798	92	812		904
73	Temiscouata					2,445	122		2,567
74	Temiskaming and Northern Ontario	1,314	5,740		7,054	47			47
75	Thousand Islands								
76	Toronto, Hamilton and Buffalo	5,762	5,962		11,724	1,542	5,587		7,129
77	Vancouver, Victoria and Eastern	5,966	16	8,238	14,220	234		1,235	1,469
78	Victoria Terminal Railway and Ferry Co	105	298		403	51	106		157
79	Victoria and Sydney, B.C	255	148		403	106	51		157
80	Wabash (in Canada)	4,271	2,372	39,121	45,764	149	135	33,801	34,085
81	Wellington Colliery		97		97				
82	York and Carleton								
	Final total	626,912	169,635	499,021	1,295,568	231,533	93,686	174,050	499,269

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

	Name of Railway.	PRODUCTS OF ANIMALS.							
		LIVE STOCK.				DRESSED MEATS.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	798	154		952	104	34		138
2	Algoma Eastern	10			10	4			4
3	Atlantic, Quebec and Western	189	69		258	13	98		111
4	Bay of Quinté	2,798	166		2,964	173	10		183
5	Bedlington and Nelson								
6	Brandon, Saskatchewan and Hudson Bay	70		31	101				
7	British Yukon	1,264			1,264	32			32
8	Brockville, Westport and North Western	2,797	40		2,837	1	35		36
9	Canada Southern	21,068	4,691	139,199	164,958	742	191	161,936	162,869
10	Canadian Govt. Railway—Intercolonial	18,555	4,120		22,675	4,526	8,442		12,968
11	" " P. E. Island	3,908	14		3,922	2,610	8		2,618
12	Canadian Northern	66,426	3,844	6,320	76,590	6,796	194	302	7,292
13	" " Ontario	6,433	3,132		9,565	643	97		740
14	" " Quebec	1,007	1,248		2,255				
15	Canadian Pacific	363,735	50,114	14,943	428,792	63,202	3,449	53,471	120,122
16	Cape Breton	34	2		36				
17	Caraquet	30			30				
18	Central Ontario	5,821			5,821	19			19
19	Crow's Nest Southern	10		65	75			29	29
20	Canada and Gulf Terminal	339	2		341	17	1		18
21	Cumberland Railway	2	28		30	12	182		194
22	Dominion Atlantic	2,554	227		2,781	490	87		577
23	Eastern British Columbia	10			10				
24	Elgin and Havelock	30	2		32	122	2		124
25	Essex Terminal	260	540		800				
26	Esquimalt and Nanaimo	1,139	1,495		2,634	4,181	1,441		5,622
27	Grand Trunk	267,572	33,664	93,331	394,567	40,011	1,778	138,249	180,038
28	" (Canada Atlantic)	12,064	3,951	3	16,018	191	2,739	33	2,963
29	" Pacific								
30	Halifax and South Western	857	109		966				
31	Hereford	232	47	1	280	5	12	26	43
32	Inverness Railway and Coal Co	330	8		338	30	10		40
33	Irondale, Bancroft and Ottawa	217	79		296	2	33		35

34	International of New Brunswick	1,056	216		1,272	57	461	518
35	Kent Northern	40	7		47			
36	Kettle Valley							
37	Kingston and Pembroke	1,948	152		2,100	219	17	236
38	Klondike Mines							
39	Lotbinière and Megantic					33	16	49
40	London and Port Stanley	258	138		396			
41	Maine Central							
42	Manitoba Great Northern	23		111	134		162	162
43	Maritime Coal, Railway and Power Co		32		32	27		27
44	Massawippi Valley	501	206	975	1,682	309	1,513	606	2,428
45	Moncton and Buctouche							
46	Midland Railway Co. of Manitoba	21		427	448		240	240
47	Montreal and Atlantic	4,548	1,105	10	5,663	20,750	3,500	24,250
48	Montreal and Province Line	432	588		1,020			
49	Montreal and Vermont Jct		6,566		6,566			
50	Morrissey, Fernie and Michel							
51	Napierville Jct	1,006		85	1,091			
52	Nelson and Fort Sheppard			24	24		72	72
53	New Brunswick Coal and Railway Co							
54	New Brunswick and P. E. Island	110			110			
55	New Westminster Southern		10		10			
56	North Shore							
57	Ottawa and New York	1,961	9	16	1,986		24	24
58	Père Marquette		2,001	3,181	5,182	10		10
59	Quebec Central	6,364			6,364			
60	Quebec and Lake St. John	2,948	80		3,028	87	150	237
61	Quebec, Montreal and Southern	2,667	82		2,749	37	50	87
62	Quebec Oriental	36	21		57	350	106	456
63	Quebec Railway, Light and Power Co	311			311	136		136
64	Red Mountain			34	34			
65	Rutland and Noyan		16	4	20		19	19
66	Salisbury and Albert	283	2		285			
67	Schomberg and Aurora	1,330			1,330	46		46
68	Stanstead, Shefford and Chambly	1,416	6,410		7,826			
69	St. Clair Tunnel							
70	St. Lawrence and Adirondack	1,018	471	155	1,644		40	40
71	St. Martin's							
72	Sydney and Louisburg	6	1,216		1,222	82	5,812	5,894
73	Temiscouata	339	161		500	44	199	243
74	Temiskaming and Northern Ontario	1,150	2,117		3,267	54	1,400	1,454
75	Thousand Islands	979	67		1,046			
76	Toronto, Hamilton and Buffalo	1,851	3,858		5,709	17	40	57
77	Vancouver, Victoria and Eastern	860	15	2,982	3,857	2,622	1,849	4,471
78	Victoria Terminal Railway and Ferry Co	10	10		20	265	242	507
79	Victoria and Sydney, B.C	10	14		24	17	490	507
80	Wabash (in Canada)	352	62	16,557	16,971		77,289	77,289
81	Wellington Colliery		17		17			
82	York and Carleton							
	Final total	814,393	133,395	278,454	1,226,242	128,311	50,116	437,847	616,274

Table 12.—Summary of Freight Traffic Movement for the Year ending June 30, 1913.

Number.	Name of Railway.	PRODUCTS OF ANIMALS—*Continued.*							
		Other Packing-House Products.				Poultry, Game and Fish.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	100	67		167	1			1
2	Algoma Eastern	1			1				
3	Atlantic, Quebec and Western		30		30	2,613	10		2,623
4	Bay of Quinté	129	53		182	11			11
5	Bedlington and Nelson								
6	Brandon, Saskatchewan and Hudson Bay								
7	British Yukon	162			162	15			15
8	Brockville, Wesptort and North Western	3	16		19	49	8		57
9	Canada Southern	13,553	2,741	78,958	95,252	1,255	1,405	39,316	41,976
10	Canadian Govt. Railway—Intercolonial	14,051	29,000		43,051	17,164	20,437		37,601
11	" " P. E. Island	3,187	211		3,398	3,384	412		3,796
12	Canadian Northern	14,887	5,007	390	20,284	2,453	142	48	2,643
13	" " Ontario	860	212		1,072	44	256		300
14	" " Quebec		1,635	150	1,785	2,960	2,167	18	5,145
15	Canadian Pacific	26,427	8,094	23,773	58,294	40,752	10,792	6,701	58,245
16	Cape Breton					183			183
17	Caraquet					1,260			1,260
18	Central Ontario	998			998	90			90
19	Crow's Nest Southern			121	121				
20	Canada and Gulf Terminal					36	5		41
21	Cumberland Railway		62		62		21		21
22	Dominion Atlantic	300	37		337	3,852	877		4,729
23	Eastern British Columbia								
24	Elgin and Havelock	10			10	66	10		76
25	Essex Terminal								
26	Esquimalt and Nanaimo	246	601		847	909	69		978
27	Grand Trunk	33,548	2,063	41,450	77,061	851	5,241	15,051	21,143
28	" (Canada Atlantic)	713	1,674	265	2,652	22	43,394	446	4,862
29	" Pacific								
30	Halifax and South Western	275	488		763	12,349	220		12,569
31	Hereford	7	3	11	21		4		4
32	Inverness Railway and Coal Co	20	16		36	1,218	91		1,309
33	Irondale, Bancroft and Ottawa					2	3		5

34	International of New Brunswick	171	71		242	22	15	37
35	Kent Northern					686		686
36	Kettle Valley							
37	Kingston and Pembroke	86	29		115		63	63
38	Klondike Mines							
39	Lotbinéire and Megantic	50	30		80	19	3	22
40	London and Port Stanley	4	5		9		1	1
41	Maine Central							
42	Manitoba Great Northern			107	170	90	82	172
43	Maritime Coal, Railway and Power Co	3	48		51	1	9	10
44	Massawippi Valley	355		60	415	2	212	28	242
45	Moncton and Buctouche							
46	Midland Railway Co. of Manitoba			335	335			605	605
47	Montreal and Atlantic	32	4,473	2,706	7,211		3,670	2,508	6,178
48	Montreal and Province Line					6			6
49	Montreal and Vermont Jct		72		72	2	41		43
50	Morrissey, Fernie and Michel								
51	Napierville Jct					9	73		82
52	Nelson and Fort Sheppard							28	28
53	New Brunswick Coal and Railway Co								
54	New Brunswick and P.E. Island					851			851
55	New Westminster Southern	18			18				
56	North Shore								
57	Ottawa and New York	11	15		26	84	8		92
58	Père Marquette	64	40		104	32	20		52
59	Quebec Central								
60	Quebec and Lake St. John		446		446	2,554			2,554
61	Quebec, Montreal and Southern		20		20	58	54		112
62	Quebec Oriental		21		21	371	3,291		3,662
63	Quebec Railway, Light and Power Co	320			320	14			14
64	Red Mountain								
65	Rutland and Noyan								
66	Salisbury and Albert								
67	Schomberg and Aurora								
68	Stanstead, Shefford and Chambly		72		72		44		44
69	St. Clair Tunnel								
70	St. Lawrence and Adirondack	208	104	456	768	746	4,647	134	5,527
71	St. Martin's								
72	Sydney and Louisburg	28	912		940	112	181		293
73	Temiscouata	123	33		156	76	33		109
74	Temiskaming and Northern Ontario		327		327		123		123
75	Thousand Islands								
76	Toronto, Hamilotn and Buffalo	2,428	625		3,053	15	1,313		1,328
77	Vancouver, Victoria and Eastern	188		242	430	3,474		643	4,117
78	Victoria Terminal Railway and Ferry Co	71	270		341	25	18		43
79	Victoria and Sydney, B.C	10	331		341	6	37		43
80	Wabash (in Canada)			48,975	48,975			36,738	36,738
81	Wellington Colliery								
82	York and Carleton					174	26		200
	Final total	113,647	59,954	198,062	371,663	100,968	60,446	102,346	263,760

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	PRODUCTS OF ANIMALS—*Continued.*							
		WOOL.				HIDES AND LEATHER.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	4			4	9			9
2	Algoma Eastern								
3	Atlantic, Quebec and Western	37	26		63	41	17		58
4	Bay of Quinté	1			1	3			3
5	Bedlington and Nelson								
6	Brandon, Saskatchewan and Hudson Bay					60			60
7	British Yukon								
8	Brockville, Westport and North Western					46			46
9	Canada Southern	155	11	10,342	10,508	1,733	2,444	19,368	23,545
10	Canadian Govt. Railway—Intercolonial	946	1,713		2,659	5,758	3,781		9,539
11	" " P. E. Island	59			59	593	9		602
12	Canadian Northern					3,712	233	1	3,946
13	" " Ontario	1,485	144		1,629				
14	" " Quebec					423	479	159	1,061
15	Canadian Pacific	3,321	4,352	73	7,746	25,209	18,763	13,445	57,417
16	Cape Breton	4			4	19			19
17	Caraquet					25			25
18	Central Ontario	13			13	73			73
19	Crow's Nest Southern								
20	Canada and Gulf Terminal	4			4	15	7		22
21	Cumberland Railway					2	12		14
22	Dominion Atlantic					324	35		359
23	Eastern British Columbia								
24	Elgin and Havelock	6	1		7	30	3		33
25	Essex Terminal								
26	Esquimalt and Nanaimo	92			92	219	367		586
27	Grand Trunk	1,131	849	9,741	11,721	23,808	17,312	24,056	65,176
28	" (Canada Atlantic)	11	187	13	211	1,555	4,171	519	6,245
29	" Pacific								
30	Halifax and South Western					149	3		152
31	Hereford	3			3	11	1	1	13
32	Inverness Railway and Coal Co	20			20	90			90
33	Irondale, Bancroft and Ottawa	1	1		2	3	2		5

34	International of New Brunswick							
35	Kent Northern							
36	Kettle Valley							
37	Kingston and Pembroke	84	33	117	234	407		641
38	Klondike Mines							
39	Lotbinière and Megnatic	8	9	17	227			227
40	London and Port Stanley	2	3	5				
41	Maine Central							
42	Manitoba Great Northern				340	291		631
43	Maritime Coal, Railway and Power Co				8			8
44	Massawippi Valley	13	7	11	31	184	417	31	632
45	Moncton and Buctouche							
46	Midland Railway Co. of Manitoba				284		13	297
47	Montreal and Atlantic		151	150	301	953	9,708	8,162	18,823
48	Montreal and Province Line					120	540		660
49	Montreal and Vermont Jct						96		96
50	Morrissey, Fernie and Michel								
51	Napierville Jct						33	39	72
52	Nelson and Fort Sheppard								
53	New Brunswick Coal and Railway Co								
54	New Brunswick and P. E. Island						54		54
55	New Westminster Southern								
56	North Shore								
57	Ottawa and New York	3	32	15	50	89	195		284
58	Père Marquette	51	22	10	83	6			6
59	Quebec Central								
60	Quebec and Lake St. John					460	181		641
61	Quebec, Montreal and Southern						13		13
62	Quebec Central					5	10		15
63	Quebec Railway, Light and Power Co					129			129
64	Red Mountain								
65	Rutland and Noyan						4		4
66	Salisbury and Albert								
67	Schomberg and Aurora								
68	Stanstead, Shefford and Chambly	96			96				
69	St. Clair Tunnel								
70	St. Lawrence and Adirondack	10	43	13	66	1,120	1,868	307	3,295
71	St. Martin's								
72	Sydney and Louisburg					13	28		41
73	Temiscouata	8	3	11		83	6		89
74	Temiskaming and Northern Ontario					32			32
75	Thousand Islands								
76	Toronto, Hamilton and Buffalo	40	22	62		253	1,836		2,089
77	Vancouver, Victoria and Eastern	16		14	30	331		200	531
78	Victoria Terminal Railway and Ferry Co		3		3		6		6
79	Victoria and Sydney, B.C	3			3	1	5		6
80	Wabash (in Canada)			5,063	5,063			7,163	7,163
81	Wellington Colliery								
82	York and Carleton								
	Final total	7,627	7,612	25,445	40,684	68,782	63,337	73,464	205,583

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

	Name of Railway.	PRODUCTS OF ANIMALS—*Con.*				PRODUCTS OF MINES.			
		OTHER PRODUCTS OF ANIMALS.				ANTHRACITE COAL.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads	Total freight tonnage.
1	Algoma Central and Hudson Bay					36	1,248		1,284
2	Algoma Eastern					163			163
3	Atlantic, Quebec and Western	27	47		74				
4	Bay of Quinté					626	852		1,478
5	Bedlington and Nelson								
6	Brandon, Saskatchewan and Hudson Bay	25		24	49			5,909	5,909
7	British Yukon	356			356				
8	Brockville, Westport and North Western	3,591			3,591		1,336		1,336
9	Canada Southern	12,894	7,073	98,702	118,669			1,621,016	1,621,016
10	Canadian Govt. Railway—Intercolonial	7,293	5,202		12,495	20,715	26,705		47,420
11	" " P. E. Island					333			333
12	Canadian Northern					273,616	114,435	5,689	393,740
13	" " Ontario						18,372		18,372
14	" " Quebec								
15	Canadian Pacific	112,683	20,157	12,102	144,942	191,512	995,094	27,502	1,214,108
16	Cape Breton								
17	Caraquet		65		65		210		210
18	Central Ontario					999	8,815		9,814
19	Crow's Nest Southern	11		255	266				
20	Canada and Gulf Terminal	160			160				
21	Cumberland Railway	1	2		3				
22	Dominion Atlantic	12,392	3,468		15,860				
23	Eastern British Columbia								
24	Elgin and Havelock	8	4		12		10		10
25	Essex Terminal						500		500
26	Esquimalt and Nanaimo	903	1,985		2,888	336	1,028		1,364
27	Grand Trunk	20,648	9,652	43,475	73,775	80,433	105,107	2,075,802	2,261,342
28	" (Canada Atlantic)	2,458	218	16	2,692	1,995	147,381	10,920	160,296
29	" Pacific								
30	Halifax and South Western								
31	Hereford	316		1	317		28		28
32	Inverness Ry. and Coal Co					1	56		57
33	Irondale, Bancroft and Ottawa						1,222		1,222

34 International of New Brunswick								
35 Kent Northern						657		657
36 Kettle Valley								
37 Kingston and Pembroke					124		34	158
38 Klondike Mines								
39 Lotbinière and Megantic	278	121		399		31		31
40 London and Port Stanley	48	20		68			67,446	67,446
41 Maine Central								
42 Manitoba Great Northern	282		232	514			4,765	4,765
43 Maritime Coal, Railway and Power Co						1		1
44 Massawippi Valley	21	20	34	75			13,516	13,516
45 Moncton and Buctouche								
46 Midland Railway Co. of Manitoba	84		1,059	1,143			11,414	11,414
47 Montreal and Atlantic	2,245	5,172		7,417	21	13,959	2,064	16,044
48 Montreal and Province Line	684	48		732		22,008	4,128	26,136
49 Montreal and Vermont Jct	420	8,432		8,852			17,892	17,892
50 Morrissey, Fernie and Michel								
51 Napierville Jct						193	205,290	205,483
52 Nelson and Fort Sheppard			287	287				
53 New Brunswick Coal and Railway Co								
54 New Brunswick and P. E. Island								
55 New Westminster Southern		27		27				
56 North Shore								
57 Ottawa and New York	1,556	899	39	2,494			42,321	42,321
58 Père Marquette	294	178	17	489			1,125,415	1,125,415
59 Quebec Central						4,104		4,104
60 Quebec and Lake St. John								
61 Quebec, Montreal and Southern					*75	6,942	32,447	39,464
62 Quebec Oriental	15	7		22				
63 Quebec Railway, Light and Power Co	99			99	717			717
64 Red Mountain			12	12				
65 Rutland and Noyan							2,391	2,391
66 Salisbury and Albert								
67 Schomberg and Aurora	145			145		1,245		1,245
68 Stanstead and Chambly	468	8,396		8,864		24,588	13,812	38,400
69 St. Clair Tunnel								
70 St. Lawrence and Adirondack	555	261	133	949		26	279,233	279,259
71 St. Martin's								
72 Sydney and Louisburg	4	11		15				
73 Temiscouata					16	25		41
74 Temiskaming and Northern Ontario	94	102		196	14,760	28,661		43,421
75 Thousand Islands					45	288		333
76 Toronto, Hamilton and Buffalo	19	13,527		13,546		431,282		431,282
77 Vancouver, Victoria and Eastern	431	32	4,833	5,296			96	96
78 Victoria Terminal Railway and Ferry Co		1,221		1,221				
79 Victoria and Sydney, B.C	1,207	14		1,221				
80 Wabash (in Canada)	1,784		17,276	19,060			373,618	373,618
81 Wellington Colliery								
82 York and Carleton								
Final total	184,499	86,361	178,497	449,357	586,523	1,956,409	5,942,720	8,485,652

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	PRODUCTS OF MINES—*Continued.*							
		BITUMINOUS COAL.				COKE.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	18,741	18,538		37,279				
2	Algoma Eastern	1,790	70		1,860	162			162
3	Atlantic, Quebec and Western		1,614		1,614				
4	Bay of Quinté	28,549	5,037		33,586	2,186	9,031		11,217
5	Bedlington and Nelson								
6	Brandon, Saskatchewan and Hudson Bay			5,022	5,022			19	19
7	British Yukon	206			206				
8	Brockville, Wesptort and North Western		829		829		74		74
9	Canada Southern		6,756	807,770	814,526	1,020		360,886	361,906
10	Canadian Govt. Railway—Intercolonial	777,856	501,165		1,279,021	13,129	15,557		28,686
11	" " P. E. Island	13,587	449		14,036	1			1
12	Canadian Northern	451,432	197,411	65,334	714,177	2,031	785	1,131	3,947
13	" " Ontario		61,675		61,675	6,947	39		6,986
14	" " Quebec		7,531	82,991	90,522				
15	Canadian Pacific	1,827,621	838,780	51,602	2,718,003	281,774	138,545	31,971	452,290
16	Cape Breton		1,444		1,444				
17	Caraquet		2,815		2,815				
18	Central Ontario	2,882	20,589		23,471	56	890		946
19	Crow's Nest Southern	24,626	51,113		75,739	142,055			142,055
20	Canada and Gulf Terminal	3	93		96				
21	Cumberland Railway	322,211			322,211				
22	Dominion Atlantic	4,743	14,172		18,915				
23	Eastern British Columbia	108,261			108,261				
24	Elgin and Havelock		30		30				
25	Essex Terminal		12,400		12,400				
26	Esquimalt and Nanaimo	52,822			52,822				
27	Grand Trunk	105,521	240,741	2,006,370	2,352,632	39,621	19,785	274,321	333,727
28	" (Canada Atlantic)	438	190,357	4,172	194,967	60	377	49	486
29	" Pacific								
30	Halifax and South Western	1,641	9,643		11,284				
31	Hereford		7	306	313				
32	Inverness Railway and Coal Co.	270,756	40		270,796				
33	Irondale, Bancroft and Ottawa		276		276		1		1

34	International of New Brunswick	49	41		90				
35	Kent Northern								
36	Kettle Valley								
37	Kingston and Pembroke	2,916		152	3,068			50	50
38	Klondike Mines	255			255				
39	Lotbinière and Megantic								
40	London and Port Stanley			506,460	506,460				
41	Maine Central			40,061	40,061				
42	Manitoba Great Northern	16		11,051	11,067			106	106
43	Maritime Coal, Railway and Power Co					203,040			203,040
44	Massawippi Valley		158	7,686	7,844	8		1,162	1,170
45	Moncton and Buctouche	3,210			3,210				
46	Midland Railway Co. of Manitoba			21,205	21,205			650	650
47	Montreal and Atlantic		5,424		5,424		2,203	25	2,228
48	Montreal and Province Line		5,090	348	5,438				
49	Montreal and Vermont Jct		426		426				
50	Morrissey, Fernie and Michel	830,405			830,405				
51	Napierville Jct		45	13,214	13,259			658	658
52	Nelson and Fort Sheppard	55	88	3,103	3,246				
53	New Brunswick Coal and Railway Co	47,425			47,425				
54	New Brunswick and P.E. Island		3,250		3,250		310		310
55	New Westminster Southern	126	670		796		28		28
56	North Shore	3,011			3,011				
57	Ottawa and New York	69	341	103,453	103,863			1,110	1,110
58	Père Marquette			1,098,525	1,098,525	310	157	38	505
59	Quebec Central		10,716		10,716				
60	Quebec and Lake St. John		57,332		57,332				
61	Quebec, Montreal and Southern	127	1,913	3,743	5,783		113	404	517
62	Quebec Oriental	50	6,871		6,921				
63	Quebec Railway, Light and Power Co	12,335			12,335				
64	Red Mountain			1,217	1,217				
65	Rutland and Novan			1,826	1,826				
66	Salisbury and Albert		906		906		22		22
67	Schomberg and Aurora								
68	Stanstead, Shefford and Chambly		828		828				
69	St. Clair Tunnel								
70	St. Lawrence and Adirondack	32	744	285,186	285,962		30	34,269	34,299
71	St. Martin's		300		300				
72	Sydney and Louisburg	4,642,923			4,642,923	610			610
73	Temiscouata	2,883	501		3,384				
74	Temiskaming and Northern Ontario	10,623	81,964		92,587	184	884		1,068
75	Thousand Islands		616		616	70	126		196
76	Toronto, Hamilton and Buffalo		504,559		504,559		321,066		321,066
77	Vancouver, Victoria and Eastern	26,554		22,875	49,429	43		91,482	91,525
78	Victoria Terminal Railway and Ferry Co	167	104		271				
79	Victoria and Sydney, B.C		271		271				
80	Wabash (in Canada)		220	48,931	49,151			8,519	8,519
81	Wellington Colliery	274,180			274,180				
82	York and Carleton						18		18
	Final total	9,871,097	2,866,953	5,192,603	17,930,653	693,307	510,041	806,850	2,010,198

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	PRODUCTS OF MINES—*Continued.*							
		ORES.				STONE, SAND AND OTHER LIKE ARTICLES.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads	Total freight tonnage.
1	Algoma Central and Hudson Bay	92,737			92,737	70,361			70,361
2	Algoma Eastern	540,440			540,440	12,780			12,780
3	Atlantic, Quebec and Western								
4	Bay of Quinté	7,303	26		7,329	7,603	64		7,667
5	Bedlington and Nelson								
6	Brandon, Saskatchewan and Hudson Bay								
7	British Yukon	41,709			41,709	5			5
8	Brockville, Westport and North Western					754	182		936
9	Canada Southern		6,001	32,246	38,247	197,807	14,799	148,679	361,285
10	Canadian Govt. Railway—Intercolonial	18,808	57,583		76,391	229,894	20,437		250,331
11	" " P. E. Island					1,835	120		1,955
12	Canadian Northern	443	1,573		2,016	726,522	20,773	17,970	765,265
13	" " Ontario	234,859	10,045		244,904	29,792	3,100		32,892
14	" " Quebec	365		6,674	7,039	117,813	37,865	4,886	160,564
15	Canadian Pacific	1,458,987	133,897	63,108	1,655,992	2,187,575	241,028	40,367	2,468,970
16	Cape Breton						20		20
17	Caraquet					1,775			1,775
18	Central Ontario	14,949	2,618		17,567	7,194	534		7,728
19	Crow's Nest Southern					23	17	312	352
20	Canada and Gulf Terminal								
21	Cumberland Railway					12	121		133
22	Dominion Atlantic	6			6	38,544	1,328		39,872
23	Eastern British Columbia								
24	Elgin and Havelock								
25	Essex Terminal					200	2,010		2,210
26	Esquimalt and Nanaimo	14			14	2,919	2,032		4,951
27	Grand Trunk	393,488	81,173	35,545	510,206	1,201,696	108,225	166,260	1,476,181
28	" (Canada Atlantic)	1,912	346		2,258	4,211	18,886	846	23,943
29	" Pacific								
30	Halifax and South Western	45,570	20		45,590	1,073	45		1,118
31	Hereford					207	58		265
32	Inverness Railway and Coal Co		32		32	455	266		721
33	Irondale, Bancroft and Ottawa		1,962		1,962				

34	International of New Brunswock					39		39
35	Kent Northern					2,737		2,737
36	Kettle Valley	15			15			
37	Kingston and Pembroke	3,326	3,643		6,969	552	20	572
38	Klondike Mines							
39	Lotbinière and Megantic					1,267		1,267
40	London and Port Stanley					378	202	580
41	Maine Central						19,173	19,173
42	Manitoba Great Northern					35	3,761	3,796
43	Maritime Coal, Railway and Power Co					142	199	341
44	Massawippi Valley	34,849		30,001	64,850	41,087	13,903	18,182	73,172
45	Moncton and Buctouche							
46	Midland Railway Co. of Manitoba						27,873	27,873
47	Montreal and Atlantic		110	240	350	658	4,980	37,453	43,091
48	Montreal and Province Line	24			24	480	468		948
49	Montreal and Vermont Jct					360	468	4,452	5,280
50	Morrissey, Fernie and Michel								
51	Napierville Jct						287	4,619	4,906
52	Nelson and Fort Sheppard	9,489	18	492	9,999	12	13	366	391
53	New Brunswick Coal and Railway Co								
54	New Brunswick and P. E. Island					4,150			4,150
55	New Westminster Southern					141			141
56	North Shore								
57	Ottawa and New York		100	2,259	2,359	12,138	44	2,908	15,090
58	Père Marquette					21,093	11,569	1,697	34,359
59	Quebec Central	44,053			44,053	1,049			1,049
60	Quebec and Lake St. John					38,388	2,349		40,737
61	Quebec, Montreal and Southern					29,888	12,034	1,150	43,072
62	Quebec Oriental					10	21		31
63	Quebec Railway, Light and Power Co	27	50		77	109,639	232		109,871
64	Red Mountain			3,754	3,754				
65	Rutland and Noyan						20	8,052	8,072
66	Salisbury and Albert					3	55		58
67	Schomberg and Aurora								
68	Stanstead, Shefford and Chambly					276	2,928	4,452	7,656
69	St. Clair Tunnel								
70	St. Lawrence and Adirondack	118	325	259	702	115	2,163	1,323	3,601
71	St. Martin's					360			360
72	Sydney and Louisburg					16,160	12,140		28,300
73	Temiscouata								
74	Temiskaming and Northern Ontario	60,456			60,456	8,311	1,282		9,593
75	Thousand Islands					8,879	591		9,470
76	Toronto, Hamilton and Buffalo		7,376		7,376	73,539	53,916		127,455
77	Vancouver, Victoria and Eastern	789,690		58,074	847,764	5,615		7,088	12,703
78	Victoria Terminal Railway and Ferry Co						164		164
79	Victoria and Sydney, B.C					60	104		164
80	Wabash (in Canada)		15,479	15,479				17,853	17,853
81	Wellington Colliery								
82	York and Carleton								
	Final total	3,793,637	306,898	248,131	4,348,666	5,218,611	592,062	539,722	6,350,395

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	PRODUCTS OF MINES—*Con.*				PRODUCTS OF FORESTS.			
		OTHER PRODUCTS OF MINES.				LUMBER.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating from other on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	720			720	5,785	412		6,197
2	Algoma Eastern	23,385			23,385	2,415			2,415
3	Atlantic, Quebec and Western					3,371	811		4,182
4	Bay of Quinté					10,143	3,995		14,138
5	Bedlington and Nelson					1,257		348	1,605
6	Brandon, Saskatchewan and Hudson Bay			20	20	56	38	1,862	1,956
7	British Yukon					4,670			4,670
8	Brockville, Westport and North Western					1,058	980		2,038
9	Canada Southern	89,475	2,825	82,449	174,749	13,535	18,300	275,414	307,249
10	Canadain Govt. Railway—Intercolonial	29,062	39,680		68,742	683,082	140,663		823,745
11	" " P. E. Island					14,566	329		14,895
12	Canadian Northern					706,391	157,641	37,298	901,330
13	" " Ontario	332	631		963	89,632	17,015		106,647
14	" " Quebec	7,002	11,680	393	19,075	69,431	28,786	1,641	99,858
15	Canadian Pacific	140,797	66,722	8,324	215,843	2,201,020	522,907	297,139	3,021,066
16	Cape Breton						382		382
17	Caraquet					19,213			19,213
18	Central Ontario					33,670	6,175		39,845
19	Crow's Nest Southern					49,642		6,051	55,693
20	Canada and Gulf Terminal					9,048	114		9,162
21	Cumberland Railway					29,690	460		30,150
22	Dominion Atlantic	131	374		505	72,732	5,801		78,533
23	Eastern British Columbia					46,564	39		46,603
24	Elgin and Havelock	10	280		290	7,624	11		7,635
25	Essex Terminal	2,150	26,866		29,016	240	2,540		2,780
26	Esquimalt and Nanaimo	1,006	2,042		3,048	107,731	1,416		109,147
27	Grand Trunk	145,352	32,043	55,089	232,484	760,603	478,307	351,651	1,590,561
28	" (Canada Atlantic)	2,639	17,338	1,179	21,156	311,375	79,952	372	391,699
29	" Pacific								
30	Halifax and South Western	445	333		778	85,837	998		86,835
31	Hereford		43	20	63	12,005		40	12,045
32	Inverness Railway and Coal Co	488			488	754	3,181		3,935
33	Irondale, Bancroft and Ottawa		47		47	12,384	2,081		14,465

34 International of New Brunswick					50,362	1,605		51,967
35 Kent Northern					1,703	100		1,803
36 Kettle Valley							49	49
37 Kingston and Pembroke					10,849	3,648		14,497
38 Klondike Mines	312			312	1,889			1,889
39 Lotbinière and Megantic					19,137	264		19,401
40 London and Port Stanley						101	2,189	2,290
41 Maine Central			3,950	3,950			12,083	12,083
42 Manitoba Great Northern	15			15	1,259	291	8,961	10,511
43 Maritime Coal, Railway and Power Co					408	1,331		1,739
44 Massawippi Valley	765	1,753	1,323	3,841	8,256	138,502	2,164	148,922
45 Moncton and Buctouche					10,675			10,675
46 Midland Railway Co. of Manitoba			1,461	1,461	21		51,315	51,336
47 Montreal and Atlantic		2,150	4,745	6,895	24,797	75,045	9,718	109,560
48 Montreal and Province Line	240	432		672	1,140	15,684		16,824
49 Montreal and Vermont Jct	2,043		468	2,511	432	15,564	504	16,500
50 Morrissey, Fernie and Michel						18,353		18,353
51 Napierville Jct					135	8,994	2,058	11,187
52 Nelson and Fort Sheppard					6,680		235	6,915
53 New Brunswick Coal and Railway Co					12,611			12,611
54 New Brunswick and P. E. Island					25,550			25,550
55 New Westminster Southern					17,518	14,891		32,409
56 North Shore					500			500
57 Ottawa and New York	38	263	64	365	1,636	9,806	2,157	13,599
58 Père Marquette	1,248	707	78	2,033		9,092	15,169	24,261
59 Quebec Central	117,469			117,469	137,412			137,412
60 Quebec and Lake St. John	2,112	4,534		6,646	82,161	2,625		84,786
61 Quebec, Montreal and Southern					6,381	31,700		38,081
62 Quebec Oriental					8,175	1,401		9,576
63 Quebec Railway Light and Power Co					3,945	625		4,570
64 Red Mountain					1,069	40	8,197	9,306
65 Rutland and Noyan					5	35,703	848	36,556
66 Salisbury and Albert	35,465			35,465	4,542	219		4,761
67 Schomberg and Aurora					664	1,328		1,992
68 Stanstead, Shefford and Chambly			468	468	460	25,092	504	26,056
69 St. Clair Tunnel								
70 St. Lawrence and Adirondack	209	3,417	713	4,339	2,773	98,011	4,634	105,418
71 St. Martin's					6,825			6,825
72 Sydney and Louisburg	106	612		718	32,112	56,112		88,224
73 Temiscouata					161,668	362		162,030
74 Temiskaming and Northern Ontario	690	541		1,231	177,217	6,328		183,545
75 Thousand Islands					35	3,166		3,201
76 Toronto, Hamilton and Buffalo	1,836	21,432		23,268	1,757	43,140		44,897
77 Vancouver, Victoria and Eastern	8,535		97	8,632	87,304	7,781	59,791	154,876
78 Victoria Terminal Railway and Ferry Co					1,174	5,341		6,515
79 Victoria and Sydney, B.C					4,390	2,254		6,644
80 Wabash (in Canada)			93,315	93,315	461	2,213	46,011	48,685
81 Wellington Colliery						7		7
82 York and Carleton								
Final Total	614,077	236,745	254,156	1,104,978	6,281,612	2,110,053	1,198,403	9,590,068

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	PRODUCTS OF FORESTS—*Con.*				MANUFACTURES.			
		OTHER PRODUCTS OF FORESTS.				PETROLEUM AND OTHER OILS.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	129,061			129,061	80	51		131
2	Algoma Eastern	26,946	700		27,646	59			59
3	Atlantic, Quebec and Western					15	126		141
4	Bay of Quinté	2,684	27,461		30,145	1,477	80		1,557
5	Bedlington and Nelson								
6	Brandon, Saskatchewan and Hudson Bay	699	41	12	752			13	13
7	British Yukon					554			554
8	Brockville, Wesptort and North Western	232	4,018		4,250		280		280
9	Canada Southern	10,853	10,292	32,782	53,927	14,028	5,028	58,804	77,860
10	Canadian Govt. Railway—Intercolonial	376,848	96,026		472,874	21,873	12,276		34,149
11	" " P. E. Island					1,671	107		1,778
12	Canadian Northern	405,673	6,085	3,662	415,420	46,575	13,482	9,502	69,559
13	" " Ontario	181,949	49,968		231,917	3,510	211		3,721
14	" " Quebec	168,373	79,431	4,011	251,815		10,287	332	10,619
15	Canadian Pacific	1,301,818	245,488	83,182	1,630,488	121,982	104,718	30,315	257,015
16	Cape Breton	1,125	35		1,160				
17	Caraquet	100			100	20			20
18	Central Ontario	83,250	7,973		91,223	8	448		456
19	Crow's Nest Southern	62			62			189	189
20	Canada and Gulf Terminal	4,206	16		4,222	4	88		92
21	Cumberland Railway						108		108
22	DominionAtlantic	5,325	114		5,439	2,411	146		2,557
23	Eastern British Columbia	7,056	30		7,086				
24	Elgin and Havelock	13	6		19		33		33
25	Essex Terminal						1,015		1,015
26	Esquimalt and Nanaimo	85,907	387		86,294	6,435	148		6,583
27	Grand Trunk	646,273	425,825	59,276	1,131,374	102,210	9,984	129,513	241,707
28	" (Canada Atlantic)	178,549	57,199	201	235,949	123	7,980	885	8,988
29	" Pacific								
30	Halifax and South Western	50,809	87		50,896	347	65		412
31	Hereford	98,208		22	98,230	1	32	200	233
32	Inverness Railway and Coal Co	13,259	20		13,279	43	170		213
33	Irondale, Bancroft and Ottawa	3,486	1,652		5,138		74		74

34	International of New Brunswick	44,054	213		44,267	58	5		63
35	Kent Northern	165			165		150		150
36	Kettle Valley	1,629			1,629				
37	Kingston and Pembroke					184	102	600	886
38	Klondike Mines	39,833			39,833				
39	Lotbinière and Megantic	25,574			25,574	1	102	65	168
40	London and Port Stanley	100	53		153	152	10		162
41	Maine Central			41,452	41,452			329	329
42	Manitoba Great Northern	1,171	24	799	1,994			391	391
43	Maritime Coal, Railway and Power Co						128		128
44	Massawippi Valley	22,265	203,669	10,496	236,430		1,985	1,223	3,208
45	Moncton and Buctouche								
46	Midland Railway Co. of Manitoba			268	268	57		6,764	6,821
47	Montreal and Atlantic	25,502	50,504	12,775	88,781		3,803	198	4,001
48	Montreal and Province Line		792		792		420		420
49	Montreal and Vermont Jct		7,130		7,130				
50	Morrissey, Fernie and Michel								
51	Napierville Jct	33	68,720		68,753	40	40	3,196	3,276
52	Nelson and Fort Sheppard	418			418			41	41
53	New Brunswick Coal and Railway Co	908			908				
54	New Brunswick and P. E. Island	1,250			1,250		75		75
55	New Westminster Southern	135	277		412		1,705		1,705
56	North Shore								
57	Ottawa and New York	5,070	34,508	5,792	45,370	213	65	60	338
58	Père Marquette	1,381	583	286	2,250	388	115	129	632
59	Quebec Central	511,034			511,034		5,932		5,932
60	Quebec and Lake St. John	186,421	8,124		194,545	429	1,175		1,604
61	Quebec, Montreal and Southern	2,522	229,917		232,439		1,732		1,732
62	Quebec Oriental	2,166	78		2,244	19	266		285
63	Quebec Railway, Light and Power Co	34,058	132		34,190	196	84		280
64	Red Mountain	602		5,006	5,608				
65	Rutland and Noyan		243,049		243,049			157	157
66	Salisbury and Albert					274	122		396
67	Schomberg and Aurora	562			562				
68	Stanstead, Shefford and Chambly	1,164	3,066		4,230		180		180
69	St. Clair Tunnel								
70	St. Lawrence and Adirondack	1,644	37,137	8,209	46,990	726	2,335	3,111	6,172
71	St. Martin's	280			280				
72	Sydney and Louisburg	406	1,260		1,666	116	2,016		2,132
73	Temiscouata					79	264		343
74	Temiskaming and Northern Ontario	96,535	152		96,687	319	2,715		3,034
75	Thousands Island		36		36				
76	Toronto, Hamilton and Buffalo	1,012	10,420		11,432	480	16,615		17,095
77	Vanvouver, Victoria and Eastern	8,434	165	1,041	9,640	1,375	1,377	3,218	5,970
78	Victoria Terminal Railway and Ferry Co	226	8,570		8,796	241	71		312
79	Victoria and Sydney, B.C	9,383	293		9,676	15	308		323
80	Wabash (in Canada)	120	790	7,657	8,567			18,205	18,205
81	Wellington Colliery								
82	York and Carleton	10,750	16		10,766				
	Final total	4,819,571	1,922,532	276,929	7,019,032	328,788	210,834	267,440	807,062

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

	Name of Railway.	MANUFACTURES—*Continued.*							
		SUGAR.				NAVAL STORES.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	68	25		93				
2	Algoma Eastern	21			21				
3	Atlantic, Quebec and Western		17		17				
4	Bay of Quinté								
5	Bedlington and Nelson								
6	Brandon, Saskatchewan and Hudson Bay			1,253	1,253				
7	British Yukon	156			156	46			46
8	Brockville, Westport and North Western	2			2				
9	Canada Southern	2,088	2,988	59,331	64,407	109	50	41	200
10	Canadian Govt. Railway—Intercolonial	49,888	17,047		66,935	711	1,464		2,175
11	" " P. E. Island	1,255	98		1,353	3			3
12	Canadian Northern	17,265	5,751	860	23,876				
13	" " Ontario	1,823	396		2,219				
14	" " Quebec	2,910	1,560		4,470				
15	Canadian Pacific	162,286	32,028	1,072	195,386	8,370	1,003		9,373
16	Cape Breton						11		11
17	Caraquet		25		25				
18	Central Ontario	235	275		510				
19	Crow's Nest Southern							5	5
20	Canada and Gulf Terminal	9	215		224				
21	Cumberland Railway		196		196				
22	Dominion Atlantic	1,678	42		1,720	306			306
23	Eastern British Columbia		5		5				
24	Elgin and Havelock	10	64		74				
25	Essex Terminal								
26	Esquimalt and Nanaimo	3,606	15		3,621	165	8		173
27	Grand Trunk	32,368	90,086	73,087	195,541	157		2,260	2,417
28	" (Canada Atlantic)	93	10,754	5,826	16,673	18	9		27
29	" Pacific								
30	Halifax and South Western	526	470		996				
31	Hereford	70	59	16	145		10	1	11
32	Inverness Railway and Coal Co	3	96		99		4		4
33	Irondale, Bancroft and Ottawa		69		69				

34	International of New Brunswick	68	16		84				
35	Kent Northern		50		50				
36	Kettle Valley								
37	Kingston and Pembroke	299	1,011	500	1,810				
38	Klondike Mines								
39	Lotbinière and Megantic								
40	London and Port Stanley	572	306		878				
41	Maine Central								
42	Manitoba Great Northern			112	112			22	22
43	Maritime Coal, Railway and Power Co	1	65		66				
44	Massawippi Valley		318	458	776				
45	Moncton and Buctouche								
46	Midland Railway Co. of Manitoba			1,373	1,373			361	361
47	Maine Central	244	14,494	4,969	19,707		1,018		1,018
48	Montreal and Province Line		396		396				
49	Montreal and Vermont Jct			30,019	30,019				
50	Morrissey, Fernie and Michel								
51	Napierville Jct							21	21
52	Nelson and Fort Sheppard								
53	New Brunswick Coal and Railway Co								
54	New Brunswick and P. E. Island		650		650				
55	New Westnimster Southern								
56	North Shore								
57	Ottawa and New York	19	52	2	73	39	142	15	196
58	Père Marquette	1,919	1,207		3,126				
59	Quebec Central		4,314		4,314				
60	Quebec and Lake St. John	141	1,497		1,638				
61	Quebec, Montreal and Southern		17		17				
62	Quebec Oriental								
63	Quebec Railway, Light and Poewr Co	194	49		243				
64	Red Mountain								
65	Rutland and Noyan								
66	Salisbury and Albert		74		74				
67	Schomberg and Aurora								
68	Stanstead, Shefford and Chambly		396	30,019	30,415				
69	St. Clair Tunnel								
70	St. Lawrence and Adirondack	31	13	89,525	89,569	37	17	559	613
71	St. Martin's								
72	Sydney and Louisburg	82	812		894				
73	Temiscouata	214	183		397				
74	Temiskaming and Northern Ontario	14	240		254				
75	Thousand Islands								
76	Toronto, Hamilton and Buffalo	607	1,690		2,297		48		48
77	Vancouver, Victoria and Eastern	3,513		2,591	6,104	1,790		173	1,963
78	Victoria Terminal Railway and Ferry Co	35			35				
79	Victoria and Sydney, B.C		35		35				
80	Wabash (in Canada)			44,760	44,760			905	905
81	Wellington Colliery								
82	York and Carleton								
	Final total	284,313	190,166	345,773	820,252	11,751	3,784	4,363	19,898

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Concluded.*

Number.	Name of Railway.	MANUFACTURES—*Continued.*							
		IRON, PIG AND BLOOM.				IRON AND STEEL RAILS.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads	Total freight tonnage.
1	Algoma, Central and Hudson Bay	46			46	28,403	2,534		30,937
2	Algoma Eastern	21			21	747			747
3	Atlantic Quebec and Western		76		76				
4	Bay of Quinté	22,966	10,98		24,064	3,009	5,090		8,099
5	Bedlington and Nelson					220			220
6	Brandon, Saskatchewan and Hudson Bay							85	85
7	British Yukon	88			88				
8	Brockville, Westport and North Western	45	56		101		5,868		5,868
9	Canada Southern	68,620	346	51,431	120,397	2,756	599	30,216	33,571
10	Canadain Govt. Railway—Intercolonial	189,621	32,045		221,666	139,921	18,085		158,006
11	" " P. E. Island	324	411		735	159	117		276
12	Canadian Northern	9,905	2,362	7,124	19,391	59,967	42,466	32,106	134,539
13	" " Ontario	1,337			1,337	14,379	18,514		32,893
14	" " Quebec	32,147	9,612	291	42,050		7,006	152	7,158
15	Canadian Pacific	112,434	216,104	52,236	380,774	91,697	140,708	202,084	434,489
16	Cape Breton								
17	Caraquet								
18	Central Ontario	36	25		61	6,358	7,862		14,220
19	Crow's Nest Southern					16		340	356
20	Canada and Gulf Terminal								
21	Cumberland Railway		6		6		126		126
22	Dominion Atlantic	376	20		396	68			68
23	Eastern British Columbia								
24	Elgin and Havelock	10	55		65				
25	Essex Terminal		51,320		51,320				
26	Esquimalt and Nanaimo	1,048	1,447		2,495	2,321	9,344		11,665
27	Grand Trunk	195,059	32,167	123,948	351,174	101,311	25,544	114,666	241,521
28	" (Canada Atlantic)	958	3,727		4,685	2,702	17,057		19,759
29	" Pacific								
30	Halifax and Southwestern					698	218		916
31	Hereford		1	111	112				
32	Inverness Railway and Coal Co					15	85		100
33	Irondale, Bancroft and Ottawa	4	59		63	8	2		10

34 International of New Brunswick	5	9		14				
35 Kent Northern								
36 Kettle Valley								
37 Kingston and Pembroke		481		481	121	597		718
38 Klondike Mines								
39 Lotbinière and Megantic								
40 London and Port Stanley		3,722	6,960	10,682	4	90		94
41 Maine Central			662	662			23	23
42 Manitoba Great Northern					15		1,411	1,426
43 Maritime Coal, Railway and Power Co					18	52		70
44 Massawippi Valley	124	206	299	629	304	569	2,976	3,849
45 Moncton and Buctouche								
46 Midland Railway Co. of Manitoba			189	189			4,008	4,008
47 Montreal and Atlantic	523	7,265	27	7,815	593	66,981		67,574
48 Montreal and Province Line						1,668		1,668
49 Montreal and Vermont Jct								
50 Morrissey, Fernie and Michel								
51 Napierville Jct		48	2,170	2,218			1,197	1,197
52 Nelson and Fort Sheppard							27	27
53 New Brunswick Coal and Railway Co								
54 New Brunswick and P. E. Island		970		970				
55 New Westminster Southern					1,640	168		1,808
56 North Shore								
57 Ottawa and New York	1	227	83	311		25	160	185
58 Père Marquette		17	11,591	11,608		494	10,570	11,064
59 Quebec Central		3,775		3,775		1,618		1,618
60 Quebec and Lake St. John	4,998	1,855		6,853	301	225		526
61 Quebec, Montreal and Southern	661	2,644		3,305	244	87		331
62 Quebec Oriental	60	961		1,021				
63 Quebec Railway, Light and Power Co	451	190		641	88			88
64 Red Mountain							46	46
65 Rutland and Noyan		60		60			32	32
66 Salisbury and Albert						350		350
67 Schomberg and Aurora	79			79				
68 Stanstead, Shefford and Chambly						144		144
69 St. Clair Tunnel								
70 St. Lawrence and Adirondack	41	21	6,272	6,334	69	27	52	148
71 St. Martin's								
72 Sydney and Louisburg	412	1,814		2,226	16,144	416		16,560
73 Temiscouata	13	40		53	173	1,119		1,292
74 Temiskaming and Northern Ontario	70	312		382	5,428	9,284		14,712
75 Thousand Islands	92	918		1,010	145	282		427
76 Toronto, Hamilton and Buffalo	6,414	101,665		108,079	694	19,796		20,490
77 Vancouver, Victoria and Eastern	29		64	93	215	98	12,546	12,859
78 Victoria Terminal Railway and Ferry Co	14	4		18	24	60		84
79 Victoria and Sydney, B.C		18		18	10	74		84
80 Wabash (in Canada)		198	3,878	4,076			5,420	5,420
81 Wellington Colliery								
82 York and Carleton								
Final total	649,032	478,357	267,336	1,394,725	480,985	405,449	418,117	1,304,551

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	MANUFACTURES—*Continued.*							
		OTHER CASTINGS AND MACHINERY.				BAR AND SHEET METAL.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	2,797	709	.....	3,506	193	409	.....	602
2	Algoma Eastern	549	.....	.....	549	15	.....	.....	15
3	Atlantic, Quebec and Western	198	396	.....	594	75	86	.....	161
4	Bay of Quinté	19,373	1,159	.....	20,532	48	28	.....	76
5	Bedlington and Nelson	.....	.....	.....	.....	.....	.....	.....	.....
6	Brandon, Saskatchewan and Hudson Bay	80	.....	1,359	1,439	.....	.....	20	20
7	British Yukon	3,710	.....	.....	3,710	.....	.....	.....	.....
8	Brockville, Westport and North Western	200	283	.....	483	.....	.....	.....	.....
9	Canada Southern	53,054	9,430	192,340	254,824	29,231	9,626	277,162	316,019
10	Canadian Govt. Railway—Intercolonial	34,497	33,666	.....	68,163	111,202	8,459	.....	119,661
11	" " P. E. Island	418	159	.....	577	73	65	.....	138
12	Canadian Northern	21,195	2,116	26,225	49,536	1,632	619	4,542	6,793
13	" " Ontario	12,251	3,320	.....	15,571	6,468	1,862	.....	8,330
14	" " Quebec	4,275	5,152	791	10,218	.....	.....	.....	.....
15	Canadian Pacific	179,979	237,078	52,282	469,339	40,415	187,505	8,342	236,262
16	Cape Breton	.....	90	.....	90	.....	.....	.....	.....
17	Caraquet	.....	.....	.....	.....	.....	.....	.....	.....
18	Central Ontario	539	2,121	.....	2,660	.....	.....	.....	.....
19	Crow's Nest Southern	22	.....	39	61	.....	.....	29	29
20	Canada and Gulf Terminal	20	37	.....	57	4	4	.....	8
21	Cumberland Railway	8	512	.....	520	.....	86	.....	86
22	Dominion Atlantic	1,215	4,387	.....	5,602	226	.....	.....	226
23	Eastern British Columbia	.....	52	.....	52	.....	.....	.....	.....
24	Elgin and Havelock	10	120	.....	130	.....	12	.....	12
25	Essex Terminal	1,510	1,470	.....	2,980	.....	.....	.....	.....
26	Esquimalt and Nanaimo	2,411	3,009	.....	5,420	1,217	2,031	.....	3,248
27	Grand Trunk	66,502	24,201	70,080	160,783	74,149	13,155	210,153	297,457
28	" (Canada Atlantic)	1,238	9,457	58	10,753	26	825	5	856
29	" Pacific	.....	.....	.....	.....	.....	.....	.....	.....
30	Halifax and South Western	907	544	.....	1,451	.....	.....	.....	.....
31	Hereford	8	221	45	274	5	73	12	90
32	Inverness Railway and Coal Co	66	1,754	.....	1,820	1	38	.....	39
33	Irondale, Bancroft and Ottawa	22	185	.....	207	.....	24	.....	24

34	International of New Brunswick	82	88		170				
35	Kent Northern		50		50				
36	Kettle Valley								
37	Kingston and Pembroke	147	200	912	1,259		3		3
38	Klondike Mines	2,051			2,051				
39	Lotbinière and Megantic	286	169		455				
40	London and Port Stanley		30	8,470	8,500		4		4
41	Maine Central			861	861			18	18
42	Manitoba Great Northern	90	116	4,630	4,836			379	379
43	Maritime Coal, Railway and Power Co	6	280		286	16	30		46
44	Massawippi Valley	262	617	4,941	5,820	51	11	674	736
45	Moncton and Buctouche								
46	Midland Railway Co. of Manitoba	215	12	14,544	14,771			2,302	2,302
47	Montreal and Atlantic	568	13,452	2,072	16,092		2,064		2,064
48	Montreal and Province Line								
49	Montreal and Vermont Line								
50	Morrissey, Fernie and Michel								
51	Napierville Jct	230	214	5,432	5,876		30	45,873	45,903
52	Nelson and Fort Sheppard	47		98	145			52	52
53	New Brunswick Coal and Railway Co								
54	New Brunswick and P. E. Island		110		110		55		55
55	New Westminster Southern	385	2,743		3,128	1,421	205		1,626
56	North Shore								
57	Ottawa and New York	330	929	641	1,900	76	352	9,881	10,309
58	Père Marquette		43,243	69,256	112,499	151	95		246
59	Quebec Central		3,236		3,236		5,393		5,393
60	Quebec and Lake St. John	2,459	1,607		4,066				
61	Quebec, Montreal and Southern	1,058	2,312	53	3,423	50	2,712		2,762
62	Quebec Oriental	21	476		497		15		15
63	Quebec Railway, Light and Power Co	509	1,302		1,811	17	194		211
64	Red Mountain	52		81	133				
65	Rutland and Noyan		2	429	431			628	628
66	Salisbury and Albert		121		121				
67	Schomberg and Aurora								
68	Stanstead, Shefford and Chambly								
69	St. Clair Tunnel								
70	St. Lawrence and Adirondack	968	1,420	6,227	8,615	1,361	1,363	8,793	11,517
71	St. Martin's		25		25				
72	Sydney and Louisburg	612	8,214		8,826	12	2,814		2,826
73	Temiscouata	263	454		717	8	36		44
74	Temiskaming and Northern Ontario	2,250	8,345		10,595	71	1,038		1,109
75	Thousand Islands					972	8,509		9,481
76	Toronto, Hamilton and Buffalo	34,720	101,944		136,664	10,346	165,307		175,653
77	Vancouver, Victoria and Eastern	943	167	10,286	11,396	1,572		8,002	9,574
78	Victoria Terminal Railway and Ferry Co	280	482		762	118	770		888
79	Victoria and Sydney, B.C	25	747		772		888		888
80	Wabash (in Canada)	126	94	36,064	36,284			30,154	30,154
81	Wellington Colliery								
82	York and Carleton					57	587		644
	Final total	456,039	534,829	508,216	1,499,084	281,279	417,382	607,021	1,305,682

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

No.	Name of Railway.	MANUFACTURES—*Continued.*							
		CEMENT, BRICK AND LIME.				AGRICULTURAL IMPLEMENTS.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	770	2,179		2,949	106	3		109
2	Algoma Eastern	425			425				
3	Atlantic, Quebec and Western	79	391		470	27	789		816
4	Bay of Quinté	19,382	142		19,524	129	13		142
5	Bedlington and Nelson								
6	Brandon, Saskatchewan and Hudson Bay	20		655	675	160	35	57	252
7	British Yukon	10			10				
8	Brockville, Westport and North Western	935	585		1,520	42	272		314
9	Canada Southern	15,087	12,218	113,965	141,270	10,478	26,126	32,097	68,701
10	Canadian Govt. Railway—Intercolonial	65,213	84,689		149,902	5,747	4,056		9,803
11	" " P. E. Island	1,876	863		2,739	478	56		534
12	Canadian Northern	154,859	69,861	42,550	267,270	55,665	3,813	6,547	66,025
13	" " Ontario	17,872	9,620		27,492	2,741	108		2,849
14	" " Quebec	64,174	11,440	901	76,515	122	1,215		1,337
15	Canadian Pacific	1,282,458	278,949	76,408	1,637,815	121,041	45,805	50,587	217,433
16	Cape Breton						5		5
17	Caraquet		110		110		125		125
18	Central Ontario	216	2,250		2,466	156	40		196
19	Crow's Nest Southern		21	785	806	11			11
20	Canada and Gulf Terminal	3	102		105	2	177		179
21	Cumberland Railway		2,062		2,062	3	28		31
22	Dominion Atlantic	16,535	4,602		21,137	335	715		1,050
23	Eastern British Columbia		42		42				
24	Elgin and Havelock		40		40		30		30
25	Essex Terminal		5,010		5,010		100		100
26	Esquimalt and Nanaimo	14,726	8,097		22,823	411	222		633
27	Grand Trunk	862,578	57,011	191,846	1,111,435	72,493	18,556	36,911	127,960
28	" (Canada Atlantic)	35,282	28,710	401	64,393	352	2,825		3,177
29	" Pacific								
30	Halifax and South Western	1,746	2,699		4,445	493	24		517
31	Hereford	139	80	17	236	2	44	3	49
32	Inverness Railway and Coal Co	13	498		511	2	72		74
33	Irondale, Bancroft and Ottawa	4	391		395		15		15

34	International of New Brunswick	39	22		61	1	1	2
35	Kent Northern		76		76		50	50
36	Kettle Valley							
37	Kingston and Pembroke	300	2,813		3,113	23	24	47
38	Klondike Mines							
39	Lotbinière and Megantic	31	212		243	102	63	165
40	London and Port Stanley		1,782	9,634	11,416	72	43	115
41	Maine Central			3,226	3,226		12	12
42	Manitoba Great Northern	28		5,791	5,819	10	21	1,241 1,272
43	Maritime Coal, Railway and Power Co		152		152	1	17	18
44	Massawippi Valley	467	706	671	1,844	50	263	826 1,139
45	Moncton and Buctouche							
46	Midland Railway Co. of Manitoba			12,583	12,583	47		6,177 6,224
47	Montreal and Atlantic	846	10,497	471	11,814	628	1,873	95 2,596
48	Montreal and Province Line		6,816		6,816			
49	Montreal and Vermont Jct						1,934	1,934
50	Morrissey, Fernie and Michel							
51	Napierville Jct	26	305	4,991	5,322		12	103 115
52	Nelson and Fort Sheppard	62	18	930	1,010			
53	New Brunswick Coal and Railway Co							
54	New Brunswick and P. E. Island		125		125		121	121
55	New Westminster Southern	7,821	1,351		9,172			
56	North Shore							
57	Ottawa and New York	4,141	2,655	839	7,635	3	3	6
58	Père Marquette	787	11,492	18,324	30,603	363	228	591
59	Quebec Central	25,349			25,349		7,550	7,550
60	Quebec and Lake St. John	3,844	15,133		18,977	129	628	757
61	Quebec, Montreal and Southern	3,796	5,876	783	10,455	9	36	45
62	Quebec Oriental	36	389		425	37	29	66
63	Quebec Railway, Light and Power Co	137	3,402		3,539	112	6	118
64	Red Mountain			164	164			
65	Rutland and Noyan			1,034	1,034			25 25
66	Salisbury and Albert		243		243		9	9
67	Schomberg and Aurora		1,110		1,110	36		36
68	Stanstead, Shefford and Chambly	144	2,988		3,132		1,934	1,934
69	St. Clair Tunnel							
70	St. Lawrence and Adirondack	304	3,047	13,009	16,360		16	72 88
71	St. Martin's		100		100			
72	Sydney and Louisburg	2,672	12,144		14,816	6	2	8
73	Temiscouata	221	603		824	105	208	313
74	Temiskaming and Northern Ontario	2,429	15,455		17,884	15	48	63
75	Thousand Islands	30	1,060		1,090		100	100
76	Toronto, Hamilton and Buffalo	5,195	57,927		63,122	43,333	2,969	46,302
77	Vancouver, Victoria and Eastern	8,917		62,956	71,873	39	12	304 355
78	Victoria Terminal Railway and Ferry Co	338	7,548		7,886	24	9	33
79	Victoria and Sydney, B.C	3,838	4,148		7,986		33	33
80	Wabash (in Canada)		307	16,121	16,428	606		18,155 18,761
81	Wellington Colliery							
82	York and Carleton							
	Final total	2,626,200	753,164	579,055	3,958,419	316,747	123,511	153,212 593,470

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

	Name of Railway.	MANUFACTURES—*Continued.*							
		WAGONS, CARRIAGES, TOOLS, ETC.				WINES, LIQUORS AND BEERS.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	527			527	624	83		707
2	Algoma Eastern	10			10	16			16
3	Atlantic, Quebec and Western	55	273		328	30	47		77
4	Bay of Quinté	10	3,239		3,249	45			45
5	Bedlington and Nelson								
6	Brandon, Saskatchewan and Hudson Bay			30	30				
7	British Yukon	12			12	348			348
8	Brockville, Westport and North Western	36	65		101	72	92		164
9	Canada Southern	63,160	4,020	33,599	100,779	3,089	1,055	23,509	27,653
10	Canadian Govt. Railway—Intercolonial	6,457	3,969		10,426	5,691	5,379		11,070
11	" " P. E. Island	231	67		298	234	306		540
12	Canadian Northern	14,617	1,237	4,244	20,098	19,641	3,320	3,805	26,766
13	" " Ontario	276	126		402	3,470	541		4,011
14	" " Quebec	485	1,198		1,683	17,913	9,274	31	27,218
15	Canadian Pacific	33,369	25,260	3,911	62,540	83,416	37,051	11,574	132,041
16	Cape Breton								
17	Caraquet		44		44		65		65
18	Central Ontario	5	310		315	3	317		320
19	Crow's Nest Southern			7	7		14	126	140
20	Canada and Gulf Terminal	5	15		20	3	86		89
21	Cumberland Railway	2	12		14		372		372
22	Dominion Atlantic	500	50		550	366	12		378
23	Eastern British Columbia		22		22				
24	Elgin and Havelock		15		15		1		1
25	Essex Terminal								
26	Esquimalt and Nanaimo	76	95		171	2,265	2,615		4,880
27	Grand Trunk	19,840	8,337	18,215	46,392	37,392	926	26,568	64,886
28	" (Canada Atlantic)	2,995	1,963	11	4,969	523	5,029	948	6,500
29	" Pacific								
30	Halifax and South Western	311	120		431	896	103		999
31	Hereford	5	16		21	92	71	21	184
32	Inverness Railway and Coal Co	6	12		18	3	27		30
33	Irondale, Bancroft and Ottawa	3	5		8	24	29		53

34	International of New Brunswick	46	20		66	54	11		65
35	Kent Northern		100		100		10		10
36	Kettle Valley								
37	Kingston and Pembroke	92	23		115	110	191		301
38	Klondike Mines								
39	Lotbinière and Megantic	86	47		133	49	10		59
40	London and Port Stanley		57		57	5	3		8
41	Maine Central			12	12			13	13
42	Manitoba Great Northern	20		610	630	64	177	418	659
43	Maritime Coal, Railway and Power Co	1	17		18		50		50
44	Massawippi Valley	127	130	5	262	212	77	71	360
45	Moncton and Buctouche								
46	Midland Railway Co. of Manitoba			2,576	2,576			1,094	1,094
47	Montreal and Atlantic	64	54	609	727	200	2,917	1,000	4,117
48	Montreal and Province Line						504		504
49	Montreal and Vermont Jet						156		156
50	Morrissey, Fernie and Michel								
51	Napierville Jct	5		11	16		7	52	59
52	Nelson and Fort Sheppard							50	50
53	New Brunswick Coal and Railway Co								
54	New Brunswick and P.E. Island						2		2
55	New Westminster Southern		21		21	17			17
56	North Shore								
57	Ottawa and New York	86	67	34	187	4,725	93	64	4,882
58	Père Marquette	398	237	13	648	56	35		91
59	Quebec Central		2,157		2,157	4,045	1,618		5,663
60	Quebec and Lake St. John	100	323		423	5,021	2,120		7,141
61	Quebec, Montreal and Southern	21	29		50	46	396	46	488
62	Quebec Oriental	10	61		71	70	86		156
63	Quebec Railway, Light and Power Co	67			67	1,710			1,710
64	Red Mountain			15	15			62	62
65	Rutland and Noyan								
66	Salisbury and Albert		9		9		16		16
67	Schomberg and Aurora								
68	Stanstead, Shefford and Chambly						238		238
69	St. Clair Tunnel								
70	St. Lawrence and Adirondack	119	133	133	385	603	697	164	1,464
71	St. Martin's								
72	Sydney and Louisburg	12	68		80	841	1,067		1,908
73	Temiscouata	68	121		189	153	463		616
74	Temiskaming and Northern Ontario	82	98		180	454	2,109		2,563
75	Thousand Islands						7		7
76	Toronto, Hamilton and Buffalo	1,913	2,995		4,908	257	1,199		1,456
77	Vancouver, Victoria and Eastern	115		2,199	2,314	272		1,139	1,411
78	Victoria Terminal Railway and Ferry Co	43	519		562	218	159		377
79	Victoria and Sydney, B.C		562		562	6	377		383
80	Wabash (in Canada)	1,313		13,736	15,049	431		24,355	24,786
81	Wellington Colliery								
82	York and Carleton								
	Final total	147,781	58,318	79,970	286,069	195,775	81,610	95,110	372,495

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	MANUFACTURES—*Continued.*							
		HOUSEHOLD GOODS AND FURNITURE.				OTHER MANUFACTURES.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U. S. Roads	Total freight tonnage.
1	Algoma Central and Hudson Bay	1,132	4		1,136		75		75
2	Algoma Eastern	74			74	2,383			2,383
3	Atlantic, Quebec and Western	221	191		412	325	617		942
4	Bay of Quinté	225	37		262				
5	Bedlington and Nelson								
6	Brandon, Saskatchewan and Hudson Bay	32		50	82	12		320	332
7	British Yukon	6			6	18			18
8	Brockville, Westport and North Western	270	298		568	496	1,357		1,853
9	Canada Southern	4,699	3,508	33,903	42,110	182,029	83,165	905,105	1,170,299
10	Canadian Govt. Railway—Intercolonial	9,738	8,548		18,286	314,131	51,872		366,003
11	" " P. E. Island	487	212		699				
12	Canadian Northern	41,293	18,185	8,775	68,253	77,043	24,992	10,625	112,660
13	" " Ontario	2,607	505		3,112	2,081	5,872		7,953
14	" " Quebec	1,141	1,367	59	2,567	9,463	9,812	1,444	20,719
15	Canadian Pacific	119,003	51,705	17,264	187,972	1,424,586	861,876	233,924	2,520,386
16	Cape Breton								
17	Caraquet	48			48	60			60
18	Central Ontario	673	133		806	5,081	11,776		16,857
19	Crow's Nest Southern	29		62	91		16	691	707
20	Canada and Gulf Terminal	90	76		166	30	74		104
21	Cumberland Railway	21	410		431				
22	Dominion Atlantic	3,203	287		3,490	7,437	2,698		10,135
23	Eastern British Columbia		6		6		12		12
24	Elgin and Havelock	16	142		158	90	130		220
25	Essex Terminal		40		40	50,522			50,522
26	Esquimalt and Nanaimo	1,484	546		2,030	26,480	19,473		45,953
27	Grand Trunk	66,492	6,028	11,534	84,054	435,091	285,846	327,601	1,048,538
28	" " (Canada Atlantic)	1,306	2,333	12	3,651	83,566	68,361	10,319	162,246
29	" " Pacific								
30	Halifax and South Western	1,048	445		1,493	21,882	1,339		23,221
31	Hereford	82	69	80	231	14,833	234	86	15,153
32	Inverness Railway and Coal Co	72	80		152				
33	Irondale, Bancroft and Ottawa	31	38		69	25	66		91

34	International of New Brunswick	290	251		541	391	103		494
35	Kent Northern		100		100		71		71
36	Kettle Valley								
37	Kingston and Pembroke	126	57		183		198		198
38	Klondike Mines								
39	Lotbinière and Megantic	356	51		407	326	106		432
40	London and Port Stanley	42	36		78	96	12		108
41	Maine Central			10	10			57,575	57,575
42	Manitoba Great Northern		7	428	435	614	107	1,630	2,351
43	Maritime Coal, Railway and Power Co	43	48		91				
44	Massawippi Valley	351	995	194	1,540	35,380	6,245	805	42,430
45	Moncton and Buctouche						4,563		4,563
46	Midland Railway Co. of Manitoba	91		3,392	3,483	1,386		14,361	15,747
47	Montreal and Atlantic	963	1,172	2,366	4,501	8,061	79,726	253,384	341,171
48	Montreal and Province Line								
49	Montreal and Vermont Jct		2,028	1,210	3,238				
50	Morrissey, Fernie and Michel						3,000		3,000
51	Napierville Jct	20	17	67	104	25	12,684	6,457	19,166
52	Nelson and Fort Sheppard			62	62			208	208
53	New Brunswick Coal and Railway Co					1,539	4,614		6,153
54	New Brunswick and P. E. Island		52		52		78		78
55	New Westminster Southern	37	21		58	59	62		121
56	North Shore								
57	Ottawa and New York	2,059	277	71	2,407	27,745	15,533	6,671	49,949
58	Père Marquette	568	345	12	925			21,349	21,349
59	Quebec Central	3,370	6,472		9,842	55,252	11,865		67,117
60	Quebec and Lake St. John	652	118		770	9,562	1,249		10,811
61	Quebec, Montreal and Southern	280	155		435	483	3,329	251	4,063
62	Quebec Oriental	111	79		190	1,761	1,981		3,742
63	Quebec Railway, Light and Power Co	631	88		719	6,440	729		7,169
64	Red Mountain			14	14			27	27
65	Rutland and Noyan	4	35	41	80		440	215	655
66	Salisbury and Albert		39		39		1,473		1,473
67	Schomberg and Aurora					60			60
68	Stanstead, Shefford and Chambly	204		1,138	1,342				
69	St. Clair Tunnel								
70	St. Lawrence and Adirondack	653	224	528	1,405	6,629	23,004	40,493	70,126
71	St. Martin's		20		20				
72	Sydney and Louisburg	89	2,216		2,305	1,612	2,986		4,598
73	Temiscouata	200	78		278				
74	Temiskaming and Northern Ontario	439	469		908	1,778	4,813		6,591
75	Thousand Islands								
76	Toronto, Buffalo and Hamilton	1,315	1,889		3,204	57,320	200,214		257,534
77	Vancouver, Victoria and Eastern	491		5,080	5,571	5,346	113	19,055	24,514
78	Victoria Terminal Railway and Ferry Co	65	786		851		292		292
79	Victoria and Sydney, P. E. Island	10	847		857		278		278
80	Wabash (in Canada)	83	59	23,987	24,129	6,947	402	226,234	253,583
81	Wellington Colliery						3,665		3,665
82	York and Carleton								
	Final total	269,066	114,224	110,339	493,629	2,886,476	1,813,598	2,138,830	6,838,904

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	MISCELLANEOUS.							
		MERCHANDISE.				OTHER COMMODITIES.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	1,339	579		1,918	6,741	574		7,315
2	Algoma Eastern	300			300	486			486
3	Atlantic, Quebec and Western	325	1,789		2,114	516	614		1,130
4	Bay of Quinté	24,429	58,598		83,027				
5	Bedlington and Nelson	8		14	22	210			210
6	Brandon, Saskatchewan and Hudson Bay	1,051	37	329	1,417	309	30	354	693
7	British Yukon	2,000			2,000	606			606
8	Brockville, Westport and North Western	1,007	857		1,864	755	1,208		1,963
9	Canada Southern					1,695	616	13,099	15,410
10	Canadian Govt. Railway—Intercolonial	50,000	135,690		185,690	86,740	27,146		113,886
11	" " P. E. Island					27,615	3,350		30,965
12	Canadian Northern	49,655	57,349	17,047	124,051	539,089	73,760	71,934	684,783
13	" " Ontario	19,651	4,741		24,392	76,902	59,399		136,301
14	" " Quebec					55,687	38,892	18,705	113,284
15	Canadian Pacific	1,042,845	376,876	90,905	1,510,626	182,713	74,884	4,857	262,454
16	Cape Breton	591	321		912				
17	Caraquet					510	5,700		6,210
18	Central Ontario					20,161	10,576		30,737
19	Crow's Nest Southern	1,330	55	547	1,932	143		564	707
20	Canada and Gulf Terminal					316	1,303		1,619
21	Cumberland Railway	182	292		474	1,671	1,416		3,087
22	Dominion Atlantic	4,778	3,091		7,869	17,712	8,808		26,520
23	Eastern British Columbia	102	782		884	13	113		126
24	Elgin and Havelock					335	155		x 490
25	Essex Terminal					800	1,100		1,900
26	Esquimalt and Nanaimo	29,193	22,476		51,669	1,565			1,565
27	Grand Trunk	708,373	183,795	469,206	1,361,374	641,662	187,916	727,466	1,557,044
28	" (Canada Atlantic)	22,206	122,431	7,593	152,230	15,688	27,386	3,219	46,293
29	" Pacific								
30	Halifax and South Western					12,552	5,091		17,643
31	Hereford	1,526	926	779	3,231			20	20
32	Inverness Railway and Coal Co	228	1,518		1,746	637	1,862		2,499
33	Irondale, Bancroft and Ottawa		8		8	402	637		1,039

34	International of New Brunswick	696	238		934	581	243		824
35	Kent Northern		300		300	300	2,930		3,230
36	Kettle Valley	195			195				
37	Kingston and Pembroke	8,172	9,928		18,100	2,452	15,116	3,000	20,568
38	Klondike Mines	60			60				
39	Lotbinière and Megantic					463	124		587
40	London and Port Stanley	19,060	6,780		25,840	37	20		57
41	Maine Central			5,372	5,372			217	217
42	Manitoba Great Northern	721	216	706	1,643	600	967	3,085	4,652
43	Maritime Coal, Railway and Power Co	214	643		857				
44	Massawippi Valley	1,675	5,939	9,248	16,862	7,852	4,215	34,961	47,028
45	Moncton and Buctouche	1,204			1,204				
46	Midland Railway Co. of Manitoba	678	6	14,160	14,844	341	10	10,011	10,362
47	Montreal and Atlantic	8,320	40,293	111,514	160,127	314	20,336		20,650
48	Montreal and Province Line	3,198	9,748	115	13,061	1,014	2,336	97	3,447
49	Montreal and Vermont Jct	4,429	44,631	27,562	76,622	276	28,266	15,969	44,511
50	Morrissey, Fernie and Michel								
51	Napierville Jct	311	1,436	1,716	3,463	32	513	3,432	3,977
52	Nelson and Fort Sheppard	1,366	94	1,020	2,480	224		286	510
53	New Brunswick Coal and Railway Co								
54	New Brunswick and P.E. Island		3,025		3,025	2,945			2,945
55	New Westminster Southern	2,430	3,887		6,317	1,696	741		2,437
56	North Shore								
57	Ottawa and New York					887	375	337	1,599
58	Père Marquette	23,680	13,349	1,544	38,573	3,544	108,911	178,803	291,258
59	Quebec Central	16,179	49,895		66,074	4,045	16,178		20,223
60	Quebec and Lake St. John	3,504	9,717		13,221	39,772	13,866		53,638
61	Quebec, Montreal and Southern	8,397	11,821	215	20,433	1,570	2,904	87	4,561
62	Quebec Oriental	812	2,207		3,019	410	4,281		4,691
63	Quebec Railway, Light and Power Co					1,042	607		1,649
64	Red Mountain	123	3	485	611	10		79	89
65	Rutland and Noyan		746	2,404	3,150				
66	Salisbury and Albert		870		870				
67	Schomberg and Aurora					582			582
68	Stanstead, Shefford and Chambly	1,864	23,467	30,980	56,311	1,048	27,775	18,144	46,967
69	St. Clair Tunnel								
70	St. Lawrence and Adirondack					567	2,788	2,860	6,215
71	St. Martin's	778	2,950		3,728				
72	Sydney and Louisburg	4,216	7,114		11,330	12,160	47,474		59,634
73	Temiscouata	105	187		292	3,142	4,040		7,182
74	Temiskaming and Northern Ontario	26,134	31,444		57,578	4,348	2,242		6,590
75	Thousand Islands					8,878	7,931		16,809
76	Toronto, Hamilton and Buffalo					33,229	268,852		302,081
77	Vancouver, Victoria and Eastern	13,511	581	20,047	34,139	2,580	462	8,833	11,875
78	Victoria Terminal Railway and Ferry Co	2,226	4,678		6,904	2,112	60		2,172
79	Victoria and Sydney, B.C	721	6,537		7,258	6	2,166		2,172
80	Wabash (in Canada)	2,140	1,706	167,459	171,305	2,604	636	84,923	88,163
81	Wellington Colliery								
82	York and Carleton					4	13		17
	Final total	2,118,238	1,266,647	980,967	4,365,852	1,835,898	1,119,914	1,205,342	4,161,154

SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	RECAPITULATION. Grand Total. Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
1	Algoma Central and Hudson Bay	365,588	29,949		395,537
2	Algoma Eastern	613,891	770		614,661
3	Atlantic, Quebec and Western	8,413	9,892		18,305
4	Bay of Quinté	159,529	121,351		280,880
5	Bedlington and Nelson	1,695		421	2,116
6	Brandon, Saskatchewan and Hudson Bay	58,055	181	19,097	77,333
7	British Yukon	61,964			61,964
8	Brockville, Westport and North Western	15,047	26,507		41,554
9	Canada Southern	940,824	377,908	7,269,305	8,588,037
10	Canadian Govt. Railway—Intercolonial	3,516,430	1,800,031		5,316,461
11	" " P. E. Island	113,070	9,644		122,714
12	Canadian Northern	5,476,842	943,103	401,866	6,821,811
13	" " Ontario	735,497	278,613		1,014,110
14	" " Quebec	608,721	310,297	124,513	1,043,531
15	Canadian Pacific	21,044,667	6,458,718	1,968,429	29,471,814
16	Cape Breton	1,967	3,442		5,409
17	Caraquet	24,626	10,334		34,960
18	Central Ontario	195,221	99,023		294,244
19	Crow's Nest Southern	218,242	51,776	12,280	282,298
20	Canada and Gulf Terminal	16,728	4,031		20,759
21	Cumberland Railway	354,122	12,367		366,489
22	Dominion Atlantic	296,409	71,488		367,897
23	Eastern British Columbia	162,006	1,863		163,869
24	Elgin and Havelock	9,140	3,038		12,178
25	Essex Terminal	55,682	106,192		161,874
26	Esquimalt and Nanaimo	376,899	101,671		478,570
27	Grand Trunk	9,065,232	2,823,204	9,153,370	21,041,806
28	" " (Canada Atlantic)	970,276	907,395	51,193	1,928,864
29	" " Pacific				1,561,457
30	Halifax and South Western	261,121	33,956		295,077
31	Hereford	129,575	3,853	4,104	137,532
32	Inverness Railway and Coal Co	288,842	13,890		302,732
33	Irondale, Bancroft and Ottawa	16,671	10,158		26,829
34	International of New Brunswick	100,242	6,390		106,632
35	Kent Northern	5,835	5,706		11,541
36	Kettle Valley	2,458	20	159	2,637
37	Kingston and Pembroke	41,589	41,871	5,400	88,860
38	Klondike Mines	44,400			44,400
39	Lotbinière and Megantic	49,407	2,440	65	51,912
40	London and Port Stanley	21,529	15,951	605,440	642,920
41	Maine Central			188,942	188,942
42	Manitoba Great Northern	42,329	4,254	52,232	98,815
43	Maritime Coal, Railway and Power Co	204,291	4,776		209,067
44	Massawippi Valley	159,573	420,495	153,957	734,025
45	Moncton and Buctouche	19,025	4,563		23,588
46	Midland Railway Co. of Manitoba	3,715	68	223,519	227,302
47	Montreal and Atlantic	108,404	770,014	491,044	1,369,462
48	Montreal and Province Line	20,436	74,888	4,688	100,012
49	Montreal and Vermont Jct	14,889	276,907	98,808	390,604
50	Morrisey, Fernie and Michel	830,405	21,353		851,758
51	Napierville Jct	10,351	94,810	305,568	410,729
52	Nelson and Fort Sheppard	18,387	447	12,278	31,112
53	New Brunswick Coal and Railway Co	62,483	5,887		68,370
54	New Brunswick and P. E. Island	39,366	10,427		49,793
55	New Westminster Southern	34,116	29,187		63,303
56	North Shore	3,930			3,930
57	Ottawa and New York	66,974	75,189	181,000	323,163
58	Père Marquette	58,692	228,868	2,594,337	2,881,897
59	Quebec Central	930,999	174,012		1,105,016
60	Quebec and Lake St. John	395,929	144,422		540,355
91	Quebec, Montreal and Southern	89,618	333,621	39,179	462,418

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SUMMARY of Freight Traffic Movement for the Year ending June 30, 1913—*Concluded.*

Number.	Name of Railway.	RECAPITULATION.			
		GRAND TOTAL.			
		Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
62	Quebec Oriental	16,307	25,767	.....	42,074
63	Quebec Railway, Light and Power Co	180,406	12,669	.....	193,075
64	Red Mountain	1,885	43	20,884	22,812
65	Rutland and Noyan	167	316,857	19,865	336,889
66	Salisbury and Albert	41,553	5,936	.....	47,489
67	Schomberg and Aurora	7,180	3,683	.....	10,863
68	Stanstead, Shefford and Chambly	14,326	300,117	100,069	414,512
69	St. Clair Tunnel	.....	.....	.....	.....
70	St. Lawrence and Adirondack	32,735	220,847	792,689	1,046,271
71	St. Martin's	8,343	4,115	.....	12,458
72	Sydney and Louisburg	4,732,016	179,037	.....	4,911,053
73	Temiscouata	173,696	13,857	.....	187,553
74	Temiskaming and Northern Ontario	421,071	229,176	.....	650,247
75	Thousand Islands	20,295	25,475	.....	45,770
76	Toronto, Hamilton and Buffalo	296,239	2,491,789	.....	2,788,028
77	Vancouver, Victoria and Eastern	999,768	11,275	436,746	1,447,789
78	Victoria Terminal Railway and Ferry Co	10,073	33,659	.....	43,732
79	Victoria and Sydney, B.C.	21,161	24,121	.....	45,282
80	Wabash (in Canada)	23,841	9,419	1,985,767	2,019,027
81	Wellington Colliery	274,180	4,362	.....	278,542
82	York and Carleton	11,691	1,327	.....	13,018
	Final total	56,829,297	21,284,742	27,317,214	*106,992,710

*Total includes 1,561,457 tons of the G.T.P. not distributed.

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1913—

No.	Name of Railway.	Locomotives.					Cars in Passenger Service.									
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, Express and Postal.	Other cars in Passenger Service.	Total.
1	Algoma Central & Hudson Bay	8	21	5	34	.....	10	4	2	.....	.....	.....	.....	1	.....	17
2	Algoma Eastern	.....	4	.....	4	1	2	1	3	.....	.....	.....	.....	.....	.....	6
3	Atlantic, Quebec & Western	3	4	.....	7	.....	7	1	2	.....	.....	.....	.....	1	.....	11
4	Bay of Quinté	.....	9	.....	9	3	5	.....	2	.....	.....	.....	.....	3	.....	10
5	Bedlington & Nelson	.....	1	.....	1	1	1	.....	1	.....	.....	.....	.....	.....	.....	2
6	Brandon, Saskatchewan & Hudson Bay	1	1	.....	2	2	2	.....	.....	.....	.....	.....	.....	1	.....	3
7	British Yukon	.....	11	.....	11	.....	10	.....	.....	.....	.....	2	.....	3	.....	15
8	Brockville, Westport & North Western	5	.....	.....	5	1	7	.....	1	.....	.....	.....	.....	1	4	13
9	Canada Southern	63	88	38	189	.....	10	41	7	.....	1	.....	.....	23	5	87
10	Canadian Government Ry. (Intercolonial)	127	244	29	400	.....	139	36	85	54	14	9	45	77	2	461
11	" " (P. E. Island)	.....	18	4	22	.....	22	13	7	.....	.....	.....	.....	16	.....	58
12	Canadian Northern	100	282	44	426	.....	104	119	19	6	16	4	38	102	3	411
13	" " Ontario	12	21	3	36	36	31	14	7	.....	4	9	.....	12	.....	77
14	" " Quebec	10	17	3	30	26	24	27	9	10	.....	2	.....	14	.....	86
15	Canadian Pacific	595	1,149	308	2,052	.....	896	181	108	315	106	31	330	558	5	2,530
16	Cape Breton	2	.....	.....	2	.....	2	.....	.....	.....	.....	.....	.....	2	.....	4
17	Caraquet	.....	4	.....	4	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	3
18	Central Ontario	7	7	1	15	2	4	1	2	.....	.....	.....	.....	4	.....	11
19	Crow's Nest Southern	1	2	.....	3	3	1	.....	1	.....	.....	.....	.....	.....	.....	2
20	Canada & Gulf Terminal	1	1	.....	2	.....	1	1	1	.....	.....	.....	.....	1	.....	4
21	Cumberland Railway	3	2	1	6	.....	2	.....	2	.....	.....	.....	.....	.....	.....	4
22	Dominion Atlantic	10	18	.....	28	3	24	.....	10	.....	1	2	.....	15	.....	52
23	Eastern British Columbia	.....	2	.....	2	.....	2	.....	.....	.....	.....	.....	.....	1	.....	3
24	Elgin & Havelock	1	1	.....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
25	Essex Terminal	.....	2	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	Esquimalt & Nanaimo	5	13	3	21	12	12	10	.....	.....	.....	4	.....	9	2	37
27	Grand Trunk	247	621	134	1,002	10	461	52	98	5	20	19	.....	308	3	966
28	" (Canada Atlantic)	15	41	5	61	.....	14	7	7	.....	.....	3	.....	7	.....	38
29	" Pacific	121	112	10	243	6	54	21	16	47	10	10	20	25	35	238
30	Halifax & South Western	9	6	1	16	7	16	10	2	.....	.....	2	.....	7	.....	37
31	Hereford	1	2	.....	3	.....	1	.....	2	.....	.....	.....	.....	.....	.....	3
32	Inverness Railway & Coal Co	2	5	1	8	2	3	.....	.....	.....	.....	.....	.....	1	.....	4
33	Irondale, Bancroft & Ottawa	.....	2	.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1

34	International of New Brunswick	3	3		6		2	1	2					1		6
35	Kent Northern		3		3				2							2
36	Kettle Valley		1		1				1							1
37	Kingston & Pembroke	4	4		8		5	2	2					3	1	13
38	Klondike Mines		4		4		1		1							2
39	Lotbinière & Megantic		3		3			1	1							2
40	London & Port Stanley	1	2		3			2	1							3
41	Maine Central	1	2		3		1		1							2
42	Manitoba Great Northern	1	2		3	3	2							2		4
43	Maritime Coal, Railway & Power Co	1	3		4				1					1	1	3
44	Massawippi Valley	7	6		13	13	9							6		15
45	Moncton & Buctouche		3		3		3		1							4
46	Midland Railway Co. of Manitoba	6	4	2	12	12	32							8		40
47	Montreal & Atlantic	4	8		12			7	11			2		3		23
48	Montreal & Province Line	1	2		3		2	1								3
49	Montreal & Vermont Junction	4	11		15		11		4					3		18
50	Morrissey, Fernie & Michel		3		3			6								6
51	Napierville Junction		1		1			1	1							2
52	Nelson & Fort Sheppard	1	1		2	2	1		1							2
53	New Brunswick Coal & Railway Co		5		5				3							3
54	New Brunswick & P. E. Island		3		3		2	1								3
55	New Westminster Southern		1		1	1	1							1		2
56	North Shore		1		1		1									1
57	Ottawa and New York	3	2		5	5		2	1					1		4
58	Père Marquette	12	37	3	52		15	6	2					4		27
59	Quebec Central	15	14	3	32		10	6	12		2	1		10		41
60	Quebec & Lake St. John	4	5	2	11	2	17	15	8				7	6	1	54
61	Quebec, Montreal & Southern	3	10		13			7	4					1		12
62	Quebec Oriental	2	5		7		1	2						1		4
63	Quebec Railway, Light & Power Co	2	6		8		4	2	2					2	12	22
64	Red Mountain		1		1	1	1							1		2
65	Rutland & Noyan	3	1		4		3		2					2		7
66	Salisbury & Albert		3		3		1							2		3
67	Schomberg & Aurora	1			1	1	2									2
68	Stanstead, Shefford & Chambly	2	4		6		4	2						1		7
69	St. Clair Tunnel			6	6											
70	St. Lawrence & Adirondack	4	5		9	5	5	1	1							7
71	St. Martins		2		2			1	1							2
72	Sydney & Louisburg	2	16	11	29		3	2	3							8
73	Temiscouata	5	4		9		2	2	2					2		8
74	Temiskaming & Northern Ontario	10	30	4	44		14	15	2			3		11		45
75	Thousand Islands		2		2				2							2
76	Toronto, Hamilton & Buffalo	7	17	6	30		9	2	4					2		17
77	Vancouver, Victoria & Eastern	4	4	6	14	14	18		3					5		26
78	Victoria Terminal Railway & Ferry Co															
79	Victoria & Sydney, B.C	1	1		2		2		1							3
80	Wabash (in Canada)	11	47	1	59		2		14		2	14		4		36
81	Wellington Colliery		7		7			1								1
82	York & Carleton		1		1		1									1
	Final total	1,474	3,011	634	5,119	174	2,058	627	492	437	176	117	440	1,275	74	5,696

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1913.—*Concluded.*

Number.	Name of Railway.	Cars in Freight Service.								Cars in Company's Service.						Total cars in service.	Cars leased.	Fast freight line service.
		Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers and pay.	Gravel.	Derrick.	Caboose.	Other road.	Total.			
1	Algoma Central & Hudson Bay	59	562		166			273	1,060	2			16	133	151	1,228		
2	Algoma Eastern	27	130		2			97	256		10		2	5	17	279		
3	Atlantic, Quebec & Western	1	25						26							37		
4	Bay of Quinté	15	119						134		20		2	4	26	170		
5	Bedlington & Nelson	2						1	3							5	5	
6	Brandon, Saskatchewan & Hudson Bay	66	10	3	5		5	19	108				1	1	2	113	113	
7	British Yukon	97	74	33	12		4		220	1		1	8	3	13	248		
8	Brockville, Westport & North Western	10	6	1	2				19					9	9	41	10	
9	Canada Southern	1,390	141	4	20	25			1,580	1		3	72	82	158	1,825		
10	Canadian Govt. Ry. (Intercolonial)	8,178	2,987	163	1,294	55	179	49	12,905	7	300		118	28	453	13,819		
11	" " (P. E. Island)	313	154	28	27	1	3	4	530	1					1	589		
12	Canadian Northern	16,507	3,004	633	1,452	20	242		21,858	16	32	36	348	887	1,319	23,588		
13	" Ontario	307	303	13	237				860	1	2	4	24	26	57	994	925	
14	" Quebec	325	262	10	349		5	29	980	1	2	3	27	215	248	1,314	556	
15	Canadian Pacific	59,292	8,801	3,680	3,669	194	1,817	1,632	79,085	50	2,350	74	1,274	2,993	6,741	88,356		187
16	Cape Breton		14						14							18		
17	Caraquet	5	25						30							33		
18	Central Ontario	26	169	11	10			50	266	1			3	34	38	315	1	
19	Crow's Nest Southern	241	35	13	17		18	69	393				2	1	3	398	398	
20	Canada & Gulf Terminal	3	4						7				1		1	12		
21	Cumberland Railway	2	28		190				220		14	1	1	4	20	244		
22	Dominion Atlantic	209	228	10	28				475			1	5	44	50	577	77	
23	Eastern British Columbia	9	10						19				1		1	23		
24	Elgin & Havelock	2		1					3							4		
25	Essex Terminal	1							1							1		
26	Esquimalt & Nanaimo	15	200	1	30				246		29	1	7	6	43	326		
27	Grand Trunk	19,504	3,385	1,271	4,117	179	1,185		29,641	15	673	35	570	1,124	2,417	33,024	20	
28	" (Canada Atlantic)	1,392	251	45	67		24		1,779	1	3	1	14	100	119	1,936		
29	" Pacific	12,190	892	298			249		13,629	10	962	6	100	1,606	2,684	16,551		
30	Halifax & South Western	92	212	2	67	1	4		378	1		1	4	17	23	438	163	
31	Hereford	60	10						70				2		2	75		
32	Inverness Railway & Coal Co	8	29		148				185				3	6	9	198		
33	Irondale, Bancroft & Ottawa		2						2							3		

34	International of New Brunswick	6	85						91	1			2	1	4	101		
35	Kent Northern	1							1							3		
36	Kettle Valley	1	2					1	4							5		
37	Kingston & Pembroke	7	43					2	52	1			1	1	3	68		
38	Klondike Mines		23						23							25		
39	Lotbinière & Megantic	1	24						25				1		1	28		
40	London & Port Stanley	30	3	3	45				81				2	1	3	87		
41	Maine Central	25	10						35							37		
42	Manitoba Great Northern	84	12	5	6		6	24	137				1	32	33	174	174	
43	Maritime Coal, Railway & Power Co		2						2		6			2	8	13		
44	Massawippi Valley	440	180						620				5	5	10	645	645	
45	Moncton & Buctouche	5	38						43				1		1	48		
46	Midland Railway Co. of Manitoba	209	55	16	33		23	27	363				4		4	407	407	
47	Montreal & Atlantic	234	202	38			1		475				12	145	157	655		
48	Montreal & Province Line	40	21		4				65				1	3	4	72		
49	Montreal & Vermont Junction	258	131	4	21		4	1	419			2	7	17	26	463		
50	Morrissey, Fernie & Michel	7	1		46			2	56				1	1	2	64		
51	Napierville Junction															2		
52	Nelson & Fort Sheppard	27	4	2	1		2	7	43				1	5	6	51	51	
53	New Brunswick Coal & Railway Co	6	53		10				69				1		1	73		
54	New Brunswick & P. E. Island	4	41						45							48		
55	New Westminster Southern	54	8	3	3		4	16	88							90	90	
56	North Shore	1	1		3				5					1	1	7		
57	Ottawa & New York	118	14						132		5		2	2	9	145	145	
58	Père Marquette	1,263	111	33	617		10		2,034			1	22	16	39	2,100		
59	Quebec Central	283	647	68	24	2	10		1,034	1	36	1	14	35	87	1,162		
60	Quebec & Lake St. John	360	116	10	40		1		527		15	3	2	89	109	690	10	
61	Quebec, Montreal & Southern	1,386	37	90			10		1,523			1	4	16	21	1,556		
62	Quebec Oriental												2	3	5	9		
63	Quebec Railway, Light & Power Co	31	75	1	14			48	169				1	2	3	194		
64	Red Mountain	20	3	1	1		2	5	32							34	34	
65	Rutland & Noyan	50	5	2	2				59				1		1	67		
66	Salisbury & Albert	4	26	1					31							34		
67	Schomberg & Aurora		13						13							15		
68	Stanstead, Shefford & Chambly	102	52	1	8		1		164				3	6	9	180		
69	St. Clair Tunnel																	
70	St. Lawrence & Adirondack	75	30						105			1	3	3	7	119	105	
71	St. Martins	1	6						7							9		
72	Sydney & Louisburg	16	87	25	1,503	2			1,633		12	1	8	6	27	1,668		
73	Temiscouata	83	56						139	1			2	5	8	155		
74	Temiskaming & Northern Ontario	147	462	10					619	3			23	67	93	757		
75	Thousand Islands		1						1							3		
76	Toronto, Hamilton & Buffalo	171	71	10					252	1	67		11	19	98	367		
77	Vancouver, Victoria & Eastern	1,232	178	71	83		94	356	2,014				6	80	86	2,126	2,126	
78	Victoria Terminal Railway & Ferry Co																	
79	Victoria & Sydney, B.C	2	15						17					1	1	21		
80	Wabash (in Canada)	1,373	86	131	100		8		1,698			1	33	11	45	1,779		
81	Wellington Colliery	5	14		273				292		9				9	302		
82	York & Carleton	1	1						2							3		
	Final total	128,511	25,117	6,745	14,746	479	3,911	2,712	102,221	116	4,547	178	2,782	7,903	15,526	203,443	6,055	187

TABLE 14.—SUMMARY of Cars in Freight Service for the Year ending

Number.	Name of Railway.	Box Cars.		Flat Cars.		Stock Cars.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons		Tons.
1	Algoma Central and Hudson Bay	59	2,255	562	20,890	.....	.....
2	Algoma Eastern	27	1,065	130	5,180	.....	.....
3	Atlantic, Quebec and Western	1	30	25	750	.....	.....
4	Bay of Quinté	15	300	119	2,650	.....	.....
5	Bedlington and Nelson	2	70	.....	.....	.....	.....
6	Brandon, Saskatchewan and Hudson Bay	66	2,295	10	360	3	70
7	British Yukon	97	1,820	74	1,360	33	660
8	Brockville, Westpost & Northwestern	10	300	6	120	1	20
9	Canada Southern	1,390	47,280	141	3,300	4	80
10	Canadian Gov't. Rys. (Intercolonial)	8,178	243,340	2,987	81,215	163	4,055
11	" " " (P.E. Island)	313	3,840	154	1,765	28	285
12	Canadian Northern	16,507	495,210	3,004	98,455	633	18,850
13	" " Ontario	307	9,210	303	9,090	13	390
14	" " Quebec	325	9,740	262	7,720	10	300
15	Canadian Pacific	59,292	2,024,990	8,801	292,940	3,680	106,920
16	Cape Breton	.....	.....	14	420	.....	.....
17	Caraquet	5	75	25	375	.....	.....
18	Central Ontario	26	730	169	4,320	11	320
19	Crow's Nest Southern	241	8,420	35	1,230	13	310
20	Canada and Gulf Terminal	3	65	4	120	.....	.....
21	Cumberland Ry	2	40	28	420	.....	.....
22	Dominion Atlantic	209	5,295	228	6,000	10	220
23	Eastern British Columbia	9	360	10	400	.....	.....
24	Elgin and Havelock	2	50	.....	.....	1	25
25	Essex Terminal	1	15	.....	.....	.....	.....
26	Esquimalt and Nanaimo	15	300	200	6,975	1	20
27	Grand Trunk	19,504	576,535	3,385	92,760	1,271	35,750
28	" (Canada Atlantic)	1,392	40,740	251	6,980	45	1,200
29	" Pacific	12,190	365,700	892	26,760	298	8,940
30	Halifax and South Western	92	2,590	212	5,980	2	50
31	Hereford	60	1,800	10	200	.....	.....
32	Inverness Ry. and Coal Co	8	160	29	870	.....	.....
33	Irondale, Bancroft and Ottawa	.....	.....	2	40	.....	.....
34	International of New Brunswick	6	120	85	1,995	.....	.....
35	Kent Northern	1	15	.....	.....	.....	.....
36	Kettle Valley	1	25	2	50	.....	.....
37	Kingston and Pembroke	7	140	43	860	.....	.....
38	Klondike Mines	.....	.....	23	345	.....	.....
39	Lotbinière and Megantic	1	30	24	720	.....	.....
40	London and Port Stanley	30	810	3	75	3	90
41	Maine Central	25	750	10	300	.....	.....
42	Manitoba Great Northern	84	2,935	12	420	5	120
43	Maritime Coal, Ry. and Power Co	.....	.....	2	40	.....	.....
44	Massawippi Valley	440	8,750	180	3,350	.....	.....
45	Moncton and Buctouche	5	100	38	760	.....	.....
46	Midland Ry. Co. of Manitoba	209	7,560	55	1,940	16	365
47	Montreal and Atlantic	234	6,035	202	6,080	38	1,080
48	Montreal and Province Line	40	715	21	365	.....	.....
49	Montreal and Vermont Jct	258	7,670	131	3,845	4	80
50	Morrissey, Fernie and Michel	7	280	1	20	.....	.....
51	Napierville Jct	.....	.....	.....	.....	.....	.....
52	Nelson and Fort Sheppard	27	950	4	130	2	50
53	New Brunswick Coal and Ry. Co	6	150	53	1,325	.....	.....
54	New Brunswick and P. E. Island	4	70	41	615	.....	.....
55	New Westminster Southern	54	1,885	8	280	3	70
56	North Shore	1	30	1	30	.....	.....
57	Ottawa and New York	118	2,360	14	280	.....	.....
58	Père Marquette	1,263	41,600	111	3,130	33	970
59	Quebec Central	283	7,595	647	17,650	68	1,885
60	Quebec and Lake St. John	360	11,480	116	2,650	10	200
61	Quebec, Montreal and Southern	1,386	41,580	37	925	90	2,700
62	Quebec Oriental	.....	.....	.....	.....	.....	.....
63	Quebec Ry. Light and Power Co	31	770	75	1,500	1	20

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June 30, 1913—Showing Number and Aggregate Capacity.

Coal Cars.		Tank Cars.		Refrigerator Cars.		Other Cars.		Total.		Number.
Number.	Aggregate Capacity.	Number	Aggregate Capacity.	Number	Aggregate Capacity.	Number	Aggregate Capacity.	Number	Aggregate Capacity.	
	Tons.		Tons.		Tons.		Tons.		Tons.	
166	7,640	.....	.....	.....	.....	273	13,590	1,060	44,375	1
2	80	.....	.....	.....	.....	97	4,850	256	11,175	2
.....	.....	.....	.....	.....	.....	.....	.....	26	780	3
.....	.....	.....	.....	.....	.....	.....	.....	134	2,950	4
.....	.....	.....	.....	.....	.....	1	50	3	120	5
5	210	.....	.....	5	150	19	915	108	4,000	6
12	240	.....	.....	4	80	.....	.....	220	4,160	7
2	40	.....	.....	.....	.....	.....	.....	19	480	8
20	500	25	510	.....	.....	.....	.....	1,580	51,670	9
1,294	30,200	55	1,375	179	5,020	49	1,470	12,905	366,675	10
27	430	1	10	3	45	4	40	530	6,415	11
1,452	57,150	20	600	242	7,260	.....	.....	21,858	677,525	12
237	10,290	.....	.....	.....	.....	.....	.....	860	28,980	13
349	10,925	.....	.....	5	150	29	1,160	980	29,995	14
3,669	170,670	194	8,980	1,817	53,325	1,632	54,555	79,085	2,712,380	15
.....	.....	.....	.....	.....	.....	.....	.....	14	420	16
.....	.....	.....	.....	.....	.....	.....	.....	30	450	17
10	400	.....	.....	.....	.....	50	1,750	266	7,520	18
17	750	.....	.....	18	540	69	3,335	393	14,585	19
.....	.....	.....	.....	.....	.....	.....	.....	7	185	20
190	2,725	.....	.....	.....	.....	.....	.....	220	3,185	21
28	590	.....	.....	.....	.....	.....	.....	475	12,105	22
.....	.....	.....	.....	.....	.....	.....	.....	19	760	23
.....	.....	.....	.....	.....	.....	.....	.....	3	75	24
.....	.....	.....	.....	.....	.....	.....	.....	1	15	25
30	1,300	.....	.....	.....	.....	.....	.....	246	8,595	26
4,117	180,970	179	4,210	1,185	35,450	.....	.....	29,641	925,675	27
67	2,550	.....	.....	24	720	.....	.....	1,779	52,190	28
.....	.....	.....	.....	249	7,470	.....	.....	13,629	408,870	29
67	2,340	1	30	4	100	.....	.....	378	11,090	30
.....	.....	.....	.....	.....	.....	.....	.....	70	2,000	31
148	4,440	.....	.....	.....	.....	.....	.....	185	5,470	32
.....	.....	.....	.....	.....	.....	.....	.....	2	40	33
.....	.....	.....	.....	.....	.....	.....	.....	91	2,115	34
.....	.....	.....	.....	.....	.....	.....	.....	1	15	35
.....	.....	.....	.....	.....	.....	1	25	4	100	36
.....	.....	.....	.....	.....	.....	2	40	52	1,040	37
.....	.....	.....	.....	.....	.....	.....	.....	23	345	38
.....	.....	.....	.....	.....	.....	.....	.....	25	750	39
45	1,290	.....	.....	.....	.....	.....	.....	81	2,265	40
.....	.....	.....	.....	.....	.....	.....	.....	35	1,050	41
6	260	.....	.....	6	180	24	1,165	137	5,080	42
.....	.....	.....	.....	.....	.....	.....	.....	2	40	43
.....	.....	.....	.....	.....	.....	.....	.....	620	12,100	44
.....	.....	.....	.....	.....	.....	.....	.....	43	860	45
33	1,505	.....	.....	23	700	27	1,315	363	13,385	46
.....	.....	.....	.....	1	30	.....	.....	475	13,225	47
4	60	.....	.....	.....	.....	.....	.....	65	1,140	48
21	420	.....	.....	4	120	1	15	419	12,150	49
46	1,380	.....	.....	.....	.....	2	60	56	1,740	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
1	50	.....	.....	2	60	7	350	43	1,590	52
10	250	.....	.....	.....	.....	.....	.....	69	1,725	53
.....	.....	.....	.....	.....	.....	.....	.....	45	685	54
3	140	.....	.....	4	120	16	765	88	3,260	55
3	75	.....	.....	.....	.....	.....	.....	5	135	56
.....	.....	.....	.....	.....	.....	.....	.....	132	2,640	57
617	21,500	.....	.....	10	295	.....	.....	2,034	67,495	58
24	720	2	40	10	280	.....	.....	1,034	28,170	59
40	960	.....	.....	1	20	.....	.....	527	15,310	60
.....	.....	.....	.....	10	300	.....	.....	1,523	45,505	61
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	62
14	280	.....	.....	.....	.....	48	1,440	169	4,010	63

TABLE 14.—SUMMARY of Cars in Freight Service for the Year ending

Number.	Name of Railway.	Box Cars.		Flat Cars.		Stock Cars.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons
64	Red Mountain	20	710	3	100	1	20
65	Rutland and Noyan	50	1,500	5	150	2	40
66	Salisbury and Albert	4	60	26	390	1	10
67	Schomberg and Aurora			13	195		
68	Stanstead, Shefford and Chambly	102	1,940	52	845	1	20
69	St. Clair Tunnel						
70	St. Lawrence and Adirondack	75	1,500	30	600		
71	St. Martins	1	20	6	120		
72	Sydney and Louisburg	16	320	87	2,660	25	500
73	Temiscouata	83	2,120	56	1,230		
74	Temiskaming and Northern Ontario	147	5,410	462	15,820	10	300
75	Thousand Islands			1	20		
76	Toronto, Hamilton and Buffalo	171	5,130	71	2,230	10	300
77	Vancouver, Victoria and Eastern	1,232	43,045	178	6,265	71	1,700
78	Victoria Terminal Ry. and Ferry Co.						
79	Victoria and Sydney, B.C.	2	40	15	300		
80	Wabash (in Canada)	1,373	45,590	86	3,120	131	4,090
81	Wellington Colliery	5	60	14	280		
82	York and Carleton	1	10	1	15		
	Final total	128,511	4,096,480	25,117	763,665	6,745	193,975

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June 30, 1913—Showing Number and Aggregate Capacity—*Concluded.*

Coal Cars.		Tank Cars.		Refrigerator Cars.		Other Cars.		Total.		Number.
Number.	Aggregate Capacity.	Number	Aggregate Capacity.	Number.	Aggregate Capacity.	Number	Aggregate Capacity.	Number	Aggregate Capacity	
	Tons.		Tons.		Tons.		Tons.		Tons.	
1	50	.....	.....	2	60	5	250	32	1,190	64
2	80	.....	.....	.....	.....	.....	.....	59	1,770	65
.....	.....	.....	.....	.....	.....	.....	.....	31	460	66
.....	.....	.....	.....	.....	.....	.....	.....	13	195	67
8	160	.....	.....	1	20	.....	.....	164	2,985	68
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	69
.....	.....	.....	.....	.....	.....	.....	.....	105	2,100	70
.....	.....	.....	.....	.....	.....	.....	.....	7	140	71
1,503	35,880	2	30	.....	.....	.....	.....	1,633	39,390	72
.....	.....	.....	.....	.....	.....	.....	.....	139	3,350	73
.....	.....	.....	.....	.....	.....	.....	.....	619	21,530	74
.....	.....	.....	.....	.....	.....	.....	.....	1	20	75
.....	.....	.....	.....	.....	.....	.....	.....	252	7,660	76
83	3,670	.....	.....	94	2,800	356	17,175	2,014	74,655	77
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	78
.....	.....	.....	.....	.....	.....	.....	.....	17	340	79
100	4,540	.....	.....	8	160	.....	.....	1,698	58,400	80
273	9,500	.....	.....	.....	.....	.....	.....	292	9,840	81
.....	.....	.....	.....	.....	.....	.....	.....	2	25	82
14,746	567,210	479	15,785	3,91	115,455	2,712	104,315	182,221	5,856,885	

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1913.

	Name of Railway.	BRIDGES.											
		STONE.				IRON.				WOODEN.			
		No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
			Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
1	Algoma Central & Hudson Bay					4	2,328 0	50 0	1,555 0				
2	Algoma Eastern					1	166 2						
3	Atlantic, Quebec & Western					23	6,455 0	21 0	761 0				
4	Bay of Quinté					12	1,010 0	24 0	200 0	1	60 0	60 0	60 0
5	Bedlington & Nelson									1	75 0	75 0	75 0
6	Brandon, Saskatchewan & Hudson Bay									1	252 0	252 0	252 0
7	British Yukon												
8	Brockville, Westport & North Western					1	69 0	69 0	69 0	31	306 0	3 0	65 0
9	Canada & Gulf Terminal												
10	Canada Southern	41	699 3	8 0	60 0	62	6,810 11	11 0	910 4				
11	Canadian Govt. Rys.: Intercolonial					*398	37,126 0	10 0	1,785 6	94	4,583 2	12 0	497 0
12	" " Prince Edward Is.					45	4,858 2	12 0	252 0	13	2,517 6	12 0	30 0
13	Canadian Northern					*27	13,602 0	27 0	1,872 0	41	5,468 0	30 0	960 0
14	" " Ontario					71	8,942 0	16 0	845 0	3	180 0	15 0	80 0
15	" " Quebec					*27	8,690 0	57 0	1,416 0				
16	Canadian Pacific	147	6,681 0	10 0	719 0	1,305	176,485 0	13 0	5,328 0	491	14,286 0	6 0	326 0
17	Cape Breton					4	309 0	33 0	370 0				
18	Caraquet									9	4,100 0	50 0	1,650 0
19	Central Ontario					11	1,134 0	34 0	490 0	1	45 0	45 0	45 0
20	Crow's Nest Southern									8	2,254 0	44 0	450 0
21	Cumberland Railway & Coal Co					4	80 0	20 0	20 0	1	18 0	18 0	18 0
22	Dominion Atlantic					*20	5,299 0	29 0	1,207 0	6	653 0	40 0	586 0
23	Eastern British Columbia												
24	Elgin & Havelock					3	150 0						
25	Grand Trunk	85	5,321 0	10 0	300 0	*886	96,694 0	8 0	6,594 0	411	14,579 0	8 0	261 0
26	" (Canada Atlantic)					76	10,819 0	12 0	2,180 0	39	1,928 0	14 0	196 0
27	Halifax & South Western	1	50 0	50 0	50 0	62	5,616 0	17 0	403 0	78	1,388 0	12 0	56 0
28	Hereford					6	292 0	23 0	71 0	4	637 0	40 0	318 0
29	Inverness Railway & Coal Co					9	525 0	20 0	120 0	5	52 0	8 0	14 0
30	International of New Brunswick					26	894 0	20 0	204 0				
31	Irondale, Bancroft & Ottawa					1	90 0	90 0	90 0	16	575 0		
32	Kent Northern					1	166 2						
33	Kettle Valley									3	1,050 0	100 0	550 0
34	Kingston & Pembroke					14	534 0	24 0	105 0	69	603 0	4 0	47 0

35	Klondike Mines					2	486 11	80 0	406 11						
36	London & Port Stanley					6	1,751 0	55 0	569 0						
37	Lotbinière & Megantic					1	34 0	34 0	34 0						
38	Maine Central					2	721 0	253 0	468 0						
39	Maritime Coal, Railway & Power Co									2	310 0	110 0	200 0		
40	Massawippi Valley	1	12 0	12 0	12 0					10	382 0	10 0	141 0		
41	Manitoba Great Northern									1	419 0				
42	Midland of Manitoba					5	370 0	48 0	96 0	1	400 0	400 0	400 0		
43	Moncton & Buctouche									5	899 0				
44	Montreal & Atlantic	1	53 6	53 6	53 6	35	3,210 9	23 0	387 0	1	125 7				
45	Montreal & Province Line					4	129 0	12 0	91 0	15	963 0	8 0	724 0		
46	Montreal & Vermont Junction	1	20 0	20 0	20 0	1	286 0	286 0	286 0	1	9 0	9 0	9 0		
47	Morrissey, Fernie & Michel									1	900 0	900 0	900 0		
48	Napierville Junction					8	255 6	13 0	55 0						
49	Nelson & Fort Sheppard					1	500 0	500 0	500 0	1	80 0	80 0	80 0		
50	New Brunswick Coal & Railway Co					2	320 0	100 0	220 0	6	793 0	17 0	150 0		
51	New Brunswick & P. E. Island									7	1,035 0	52 0	350 0		
52	New Westminster Southern									1	70 0	70 0	70 0		
53	North Shore														
54	Ottawa & New York					5	2,188 0	40 0	1,550 0						
55	Père Marquette					9	1,755 0	16 0	1,215 0						
56	Quebec Oriental					63	4,483 0	15 0	646 5						
57	Quebec Central					1	227 0								
58	Quebec, Railway, Light & Power Co					15	1,550 0	13 0	300 0						
59	Quebec & Lake St. John					28	3,727 0	24 0	220 0						
60	Quebec, Montreal & Southern					17	4,745 2	24 0	965 8						
61	Red Mountain														
62	Rutland & Noyan														
63	Salisbury & Albert					6				8					
64	Schomberg & Aurora														
65	Stanstead, Shefford & Chambly					1	112 0	112 0	112 0	12	437 0	8 0	336 0		
66	St. Clair Tunnel														
67	St. Martins														
68	St. Lawrence & Adirondack					10	1,322 0	18 0	598 0						
69	Sydney & Louisburg (Dom. Coal Co.)					11	567 0	12 0	330 0	1	13 0				
70	Temiscouata					2	504 6	212 0	292 0						
71	Temiskaming & Northern Ontario					18	4,134 0	30 0	800 0						
72	Thousand Islands					5	795 0	103 0	250 0						
73	Toronto, Hamilton & Buffalo					13	1,667 6	13 6	480 0						
74	Vancouver, Victoria & Eastern									20	4,647 0	60 0	418 0		
75	Victoria & Sidney														
76	Victoria Terminal Railway & Ferry Co														
77	Wellington Colliery Co														
78	York & Carleton														
	Final total	277				3,370				1,419					

*Steel and Iron.

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1913—*Continued.*

Number.	Name of Railway.	BRIDGES.								TRESTLES.			
		COMBINATION.				TOTAL.				—			
		No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
			Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
1	Algoma Central & Hudson Bay	3	1,000 0	129 0	510 0	7	3,329 0	50 0	1,555 0	90	23,636 0	14 0	1,104 0
2	Algoma Eastern					1	166 2			7	1,037 0	15 0	308 0
3	Atlantic, Quebec & Western					23	6,455 0	21 0	761 0	8	2,927 0	210 0	481 0
4	Bay of Quinté					13	1,070 0	24 0	200 0				
5	Bedlington & Nelson					1	75 0			10	3,059 0	65 0	767 0
6	British Yukon	1	150 0			1	150 0			37	4,732 0	16 0	702 0
7	Brockville, Westport & North Western	19	179 0	6 0	12 0	51	554 0			2	1,275 0	575 0	700 0
8	Brandon, Saskatchewan & Hudson Bay					1	252 0			28	3,183 0	56 0	418 0
9	Canada & Gulf Terminal	8	7,506 6	18 3		8	7,506 6						
10	Canada Southern					103	7,510 2			33	1,160 7	8 0	119 2
11	Canadian Government Rys.: Intercolonial					492	41,709 2			22	9,669 4	41 0	2,964 0
12	" " P. E. Island					58	5,110 0						
13	Canadian Northern					68	19,070 0			1,759	157,708 0	8 0	2,035 0
14	" " Ontario	26	10,122 0	104 0	1,360 0	100	19,244 0			190	31,436 0	14 0	924 0
15	" " Quebec	16	9,273 0	140 0	3,485 0	43	17,963 0			64	8,077 0	10 0	450 0
16	Canadian Pacific	6	4,337 0	58 0	2,871 0	1,949	201,789 0			1,291	170,164 0	5 0	5,076 0
17	Cape Breton					4	309 0						
18	Caraquet					9	4,100 0	50 0	1,650 0				
19	Central Ontario					12	1,179 0						
20	Crow's Nest Southern					8	2,254 0			34	9,539 0	14 0	1,712 0
21	Cumberland Railway & Coal Co					5	98 0						
22	Dominion Atlantic					26	5,952 0			28			
23	Eastern British Columbia									6	552 0	52 0	109 0
24	Elgin & Havelock					3	150 0			6	1,060 0		
25	Grand Trunk	75	6,163 0	11 0	560 0	1,457	122,757 0			15	1,283 0	24 0	123 0
26	" (Canada Atlantic)	5	2,101 0	120 0	970 0	120	14,848 0			31		12 0	627 0
27	Halifax & South Western					141	7,004 0			52	8,095 0	13 0	804 0
28	Hereford					10	929 0			2	478 0	119 0	359 0
29	Inverness Railway & Coal Co					11	577 0			14	2,139 0	48 0	420 0
30	International of New Brunswick					26	894 0	20 0	204 0				
31	Irondale, Bancroft & Ottawa					17	665 0						

32	Kent Northern									1	166	2						7	1,037	0	15	0	308	0
33	Kettle Valley									3	1,050	0														
34	Kingston & Pembroke									83	1,137	0														
35	Klondike Mines									2	486	11						15	2,965	6	32	0	425	0
36	London & Port Stanley									6	1,751	0														
37	Lotbinière & Megantic									1	34	0						1	600	0						
38	Manitoba Great Northern									1	419	0						64	6,870	0	28	0	592	0
39	Maritime Railway Coal & Power Co									2	310	0														
40	Massawippi Valley									11	394	0						7	873	0	40	0	223	0
41	Midland of Manitoba									6	770	0						7	3,987	0	182	0	884	0
42	Moncton & Buctouche									5	899	0						5	2,290	0						
43	Montreal & Atlantic									37	3,389	1						314	5,563	5	4	6	280	0
44	Montreal & Province Line									19	1,092	0						42	1,229	0	8	0	118	0
45	Montreal & Vermont Junction									3	315	0						7	150	0	14	0	36	0
46	Morrissey, Fernie & Michel									1	900	0						4	80	0	20	0	20	0
47	Maine Central									2	721	0						1	45	0	45	0	45	0
48	Napierville Junction									8	255	6														
49	Nelson & Fort Sheppard									2	580	0						43	5,281	0	14	0	510	0
50	New Brunswick Coal & Railway Co									8	1,113	0						21	4,567	0	40	0	500	0
51	New Brunswick & Prince Edward Island									7	1,035	0														
52	New Westminster Southern									1	70	0						11	1,460	0	11	0	542	0
53	North Shore																									
54	Ottawa & New York									5	2,188	0						7	626	0	15	0	107	0
55	Père Marquette									9	1,755	0						78	835	0	8	0	245	0
56	Quebec Central									63	4,483	9														
57	Quebec Oriental	1	950	0						2	2,177	0						1	346	0						
58	Quebec & Lake St. John									28	3,727	0						17	1,139	0	20	0	260	0
59	Quebec Railway, Light & Power Co									15	1,550	0	13	0	300	0										
60	Quebec, Montreal & Southern									17	4,745	2	24	0	965	8		23	3,890	0	22	0	1,001	0
61	Red Mountain																	8	1,580	0	14	0	419	0
62	Rutland & Noyan																									
63	Salisbury & Albert									14																
64	Schomberg & Aurora																									
65	Stanstead, Shefford & Chambly									13	549	0						21	2,396	0	8	0	1,539	0
66	St. Clair Tunnel																									
67	St. Lawrence & Adirondack									10	1,322	0	18	0	598	0										
68	St. Martins																									
69	Sydney & Louisburg									12	580	0						13	2,180	0						
70	Temiscouata	11	2,041	0	112	0	477	0		13	2,545	0	112	0	477	0		35	4,556	0	28	0	562	0
71	Temiskaming & Northern Ontario									18	4,134	0						24	7,040	0	30	0	750	0
72	Thousand Islands									5	795	0	103	0	250	0										
73	Toronto, Hamilton & Buffalo									13	1,667	6	13	6	480	0		11	267	6	10	0	80	0
74	Vancouver, Victoria & Eastern									20	4,647	0						162	55,773	0	8	0	4,255	0
75	Victoria & Sidney																	6	1,309	0	112	0	475	0
76	Victoria Terminal Railway & Ferry Co																									
77	Wellington Colliery Co																									
78	York & Carleton																									
	Final total	171								5,237								4,684								

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1913—*Continued.*

	Name of Railway.	Level Crossings.			Overhead Highway Crossings.								
					Bridges.		Conduits.		Trestles.		Total.		
		No.	Guarded.	Unguarded.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
						Feet In.		Feet In.		Feet In.		Feet In.
1	Algoma Central & Hudson Bay	12	2	10	1	22 6					1	22 6
2	Algoma Eastern	1		1								
3	Atlantic, Quebec & Western	96		96								
4	Bay of Quinté	73	3	70	3						3	
5	Bedlington & Nelson	6	4	2								
6	Brandon, Saskatchewan & Hudson Bay	86		86								
7	British Yukon											
8	Brockville, Westport & North Western	35		35								
9	Canada & Gulf Terminal	20		20								
10	Canada Southern	483	76	407	3	20 4			9	20 1	12	20 1
11	Canadian Government Railways: Intercolonial	869	183	686	35	18 9					35	18 9
12	" " " P. E. Island	262	11	251	5	16 6					5	16 6
13	Canadian Northern	3,754	69	3,685								
14	" " Ontario	366	41	325	9	22 5			2	22 7	11	22 5
15	" " Quebec	234	29	205								
16	Canadian Pacific	9,106	449	8,657	79	16 0			17	20 0	96	16 0
17	Caraquet	64		64								
18	Central Ontario	116	1	115								
19	Crow's Nest Southern	18	1	17								
20	Cumberland Railway & Coal Co	14		14								
21	Cape Breton	16		16								
22	Dominion Atlantic	181	17	164					5	22 0	5	22 0
23	Eastern British Columbia											
24	Elgin & Havelock	21		21								
25	Grand Trunk	3,645	580	3,065	136	16 5			196	16 5	332	16 5
26	" (Canada Atlantic)	312	32	280	3	24 4					3	24 4
27	Halifax & South Western	288	7	281								
28	Hereford	31	1	30								
29	Inverness Railway & Coal Co	59		59								
30	International of New Brunswick	13		13								
31	Irondale, Bancroft & Ottawa	17		17								
32	Kent Northern	2		2								
33	Kettle Valley	11		11								

34	Kingston & Pembroke	56	3	53	1	16	5							1	16	5
35	Klondike Mines	4		4												
36	London & Port Stanley	37	6	31							4	19	0	4	19	0
37	Lotbinière & Megantic	9		9												
38	Manitoba Great Northern	129		129												
39	Maritime Coal, Railway & Power Co	17		17												
40	Massawippi Valley	32	4	28	1	17	2							1	17	2
41	Midland of Manitoba	11	5	6												
42	Moncton & Buctouche	19	2	17												
43	Montreal & Atlantic	197	12	185	2	22	6				1	18	9	3	18	9
44	Montreal & Province Line	42	3	39												
45	Montreal & Vermont Junction	16		16												
46	Morrissey, Fernie & Michel	8		8	1	30	0							1	30	0
47	Napierville Junction	18	1	17												
48	Nelson & Fort Sheppard	13		13												
49	New Brunswick Coal & Railway Co	32		32												
50	New Brunswick & Prince Edward Island															
51	New Westminster Southern	26		26												
52	North Shore	3		3												
53	Ottawa & New York	69	1	68	1	20	0							1	20	0
54	Père Marquette	232	14	218	1	20	0							1	20	0
55	Quebec Central	133	8	125												
56	Quebec Oriental	61		61												
57	Quebec & Lake St. John	111	7	104												
58	Quebec Railway, Light & Power Co	18		18												
59	Quebec, Montreal & Southern	128	5	123												
60	Red Mountain	10		10												
61	Rutland & Noyan	2		2												
62	Salisbury & Albert	30	2	28												
63	Schomberg & Aurora	11		11												
64	Stanstead, Shefford & Chambly	49	3	46							1	18	7	1	18	7
65	St. Clair Tunnel															
66	St. Lawrence & Adirondack	36	7	29							1	20	0	1	20	0
67	St. Martins	21		21												
68	Sydney & Louisburg	56	8	48	2	17	4							2	17	4
69	Temiscouata	44	2	42												
70	Temiskaming & Northern Ontario	122	4	118	1	26	0							1	26	0
71	Thousand Islands	20		20												
72	Toronto, Hamilton & Buffalo	122	35	87	1	19	8				8	20	9	9	19	80
73	Vancouver, Victoria & Eastern	213	33	180												
74	Victoria & Sidney	17		17												
75	Victoria Terminal Railway & Ferry Co	14		14												
76	Wellington Colliery Co															
77	York & Carleton	11		11												
	Final Total	22,410	1,671	20,739	285						244			529		

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1913—*Concluded.*

	Name of Railway.	Overhead Railway Crossings.								Tunnels.	
		Bridges.		Conduits.		Trestles.		Total.		—	
		No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
			Feet In.		Feet In.		Feet In.		Feet In.		Feet In.
1	Algoma Central & Hudson Bay	2	16 2					2	16 2		
2	Algoma Eastern										
3	Atlantic, Quebec & Western										
4	Bay of Quinté	2						2			
5	Bedlington & Nelson										
6	Brandon, Saskatchewan & Hudson Bay										
7	British Yukon										
8	Brockville, Westport & North Western	1						1			
9	Canada & Gulf										
10	Canada Southern	3	18 3			1	20 7	4	18 3	1	
11	Canadian Government Railways: Intercolonial	1	22 0					1	22 0	1	22 0
12	" " " Prince Edward Island										
13	Canadian Northern					1	24 11	1	24 11		
14	" " Ontario	9	24 0					9	24 0		
15	" " Quebec	1	22 6					1	22 6		
16	Canadian Pacific	48	15 1	2	15 3	3	22 6	53	15 1	68	15 1
17	Caraquet										
18	Central Ontario										
19	Crow's Nest Southern									1	22 0
20	Cumberland Railway & Coal Co										
21	Dominion Atlantic										
22	Eastern British Columbia										
23	Elgin & Havelock										
24	Grand Trunk	74	16 4	2	22 3	4	21 3	80	16 4		
25	" (Canada Atlantic)	5	20 6					5	20 6		
26	Halifax & South Western										
27	Hereford										
28	Inverness Railway & Coal Co	1						1			
29	Irondale, Bancroft & Ottawa										
30	Kent Northern										
31	Kettle Valley										
32	Kingston & Pembroke										

| | | |

TABLE 16, A.—SUMMARY of Accidents to Persons for

A.—Accidents Resulting from the Move

PASSENGERS.

Number.	Name of Railway.	Kind of Accident.									
		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars. Breaking Down.		Falling from Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Can. Gov't. Ry.: Intercolonial	1	5		3						3
2	Can. Northern				7						3
3	Can. Northern Ontario										1
4	Can. Northern Quebec		1		21						
5	Can. Pacific	2	51	8	177					6	34
6	Grand Trunk		6		89					1	2
7	" (Can. Atlantic)		29								1
8	Grand Trunk Pacific				4						
9	Halifax and South Western										
10	Massawippi Valley										
11	Midland of Manitoba										
12	Montreal and Province Line			6	13						
13	Morrissey, Fernie and Michel										1
14	Père Marquette, in Canada										
15	Quebec and Lake St. John										2
16	Quebec Ry. Light and Power Co.										1
17	Quebec, Montreal and Southern										
18	St. Lawrence and Adirondack										
19	Sydney and Louisburg										1
20	Toronto, Hamilton and Buffalo		1								
21	Vancouver, Victoria and Eastern										
22	Wabash, in Canada		15	1	33					1	
	Final total	3	108	15	347					8	49

Accidents to Postal Clerks, Express and Pullman Employees:—

	Killed.	Injured.
Canada Southern		1
Intercolonial		2
Can. Northern		2
Can. Pacific	2	11
Grand Trunk		5
Grand Trunk Pacific		1
Massawippi Valley		1
Temiskaming and Northern Ont		1
Wabash		3
Total	2	27

SESSIONAL PAPER No. 20b

the Year ending June 30, 1913, showing kind of Accident.

ment of Trains, Locomotives or Cars.

PASSENGERS.

Kind of Accident.										Total Accidents to PASSENGERS.	
Jumping on or off Trains, Locomotives, or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.			
		At Highway Crossings.		At Stations.		At Other Points Along track.					
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
											24
1	5								2	2	18
	4		1				1		12		28
									1		2
	1								1		24
3	47	1	1	1	6	2	1	1	29	24	346
3	4								5	4	106
	2						1		1		34
	3								1		8
	1										1
	1								1		2
			1								1
										6	13
											1
	2								4		6
	1								1		4
											1
	1								1		2
									1		1
											1
											1
									1		1
									1	2	49
7	72	1	3	1	6	2	3	1	62	38	650

TABLE 16, B.—SUMMARY of Accidents to Persons for the

A.—Accidents Resulting from the Move

EMPLOYEES—

Number.	Name of Railway.	Kind of Accident.									
		Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking Down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay		2								
2	Algoma Eastern		3								
3	Canada Southern	1	2		4	2	1				
4	Can Gov't Rys.: Intercolonial		20	4	16	2	6				1
5	P. E. Island						1				
6	Can. Northern	3	5		18	2	7		2		1
7	Can. Northern Ontario		1			3					
8	Can. Northern Quebec		3		1		4				
9	Can. Pacific	3	80	10	83	8	21	1	8		8
10	Crow's Nest Southern										
11	Central Ontario										
12	Dominion Atlantic						3				
13	Esquimalt and Nanaimo										
14	Grand Trunk	12	16	8	14	1	12				
15	" (Can. Atlantic)		1				5				
16	Grand Trunk Pacific	2	5	1	3		1				
17	Halifax and South Western		1								
18	International of New Brunswick		2								
19	Inverness Ry. and Coal Co					1					
20	Kingston and Pembroke		1								
21	London and Port Stanley		1								
22	Manitoba Great Northern				1						
23	Massawippi Valley								1		
24	Midland of Manitoba				3						
25	Montreal and Atlantic		2								
26	Montreal and Province Line										
27	Montreal and Vermont Junction										1
28	Morrissey, Fernie and Michel		1								
29	Nelson and Fort Sheppard										
30	Ottawa and New York										
31	Père Marquette, in Canada		2	1							
32	Quebec Central		2				3				
33	Quebec and Lake St. John	1					1				
34	Quebec, Montreal and Southern		3								
35	Red Mountain										
36	Rutland and Noyan										
37	Schomberg and Aurora	1									
38	Stanstead, Shefford and Chambly	1									
39	St. Lawrence and Adirondack		1								
40	Sydney and Louisburg		3								
41	Temiskaming & North'n Ontario	1		1							
42	Temiscouata										
43	Toronto, Hamilton and Buffalo		4		5		1				
44	Vancouver, Victoria and Eastern		2		2		2				
45	Victoria and Sydney										
46	Wabash, in Canada		2	2	15		3				
47	Wellington Colliery Co		1								
	Final total	25	166	27	165	19	71	1	11		11

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ment of Trains, Locomotives or Cars.

TRAINMEN.

Kind of Accident.										Total Accidents to TRAINMEN.		Number.
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
	2		1				1				6	1
	1										4	2
	7	1	4	1	3				6	5	27	3
	10	1	2	1					6	8	61	4
									2		3	5
2	28		10		4		1		46	7	122	6
	2		1				1		5	3	10	7
	4		2		1				4		19	8
15	144	5	82	11	24	1	18	5	186	59	654	9
	1										1	10
				1						1		11
											3	12
	2								1		3	13
10	25	2	9	12	6		1	15	46	60	129	14
	1								7		14	15
	8		9		1		1	1	7	4	35	16
	2										3	17
											2	18
1										2		19
											1	20
									2		3	21
									1		2	22
	2		1						3		7	23
											3	24
1	1			1				1	1	1	5	25
1										1		26
										1	1	27
1									7	1	8	28
									1		1	29
									1		1	30
	1		1				2		6	1	12	31
					1				2		8	32
	2								1	1	4	33
									3		6	34
									1		1	35
									1		1	36
										1		37
										1		38
									4		5	39
1	2		1	1					2	2	8	40
	5		1						7	2	13	41
			1						2		3	42
	3		4		1				3		21	43
	5								11		22	44
	1										1	45
2	6			2	2				15	6	43	46
1										1	1	47
35	265	9	129	29	44	1	25	21	390	167	1,277	

TABLE 16, C.—SUMMARY of Accidents to Persons for the

A.—Accidents Resulting from the Move

EMPLOYEES—

Number.	Name of Railway.	Kind of Accident.									
		Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking Down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay						4				
2	Canada Southern										
3	Can. Gov't. Rys.: Intercolonial										
4	" " P. E. Island										
5	Canadian Northern										
6	Can. Northern Ontario										
7	Can. Northern Quebec										
8	Can. Pacific	1	1	4	17		4				
9	Crow's Nest Southern				1		1				
10	Dominion Atlantic										
11	Grand Trunk				1						
12	" (Can. Atlantic)										
13	Grand Trunk Pacific										
14	Maine Central (Princeton)										
15	Manitoba Great Northern										
16	Montreal and Atlantic										
17	Morrissey, Fernie and Michel										
18	Nelson and Fort Sheppard										
19	Quebec Central										
20	St. Lawrence and Adirondack				2						
21	Sydney and Louisburg										
22	Temiscouata										
23	Toronto, Hamilton and Buffalo				2		1				
24	Vancouver, Victoria and Eastern				2						1
	Final total	1	1	4	25		10				1

TABLE 16, D.—EMPLOYEES—SWITCH TENDERS,

1	Can. Northern										
2	Can. Pacific	1	2	1	8						
3	Grand Trunk										
4	Kingston and Pembroke		1								
5	London and Port Stanley										
6	Quebec and Lake St. John										
	Final total	1	3	1	8						

TABLE 16, E—EMPLOYEES—

1	Canada Southern										
2	Can. Gov't. Ry.: Intercolonial										
3	Can. Northern										
4	Can. Pacific				1	1			1		
5	Grand Trunk										
6	Grand Trunk Pacific										
	Final total				1	1			1		

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ment of Trains, Locomotives and Cars.

TRACKMEN.

Kind of Accident.										Total.		
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	1
.....	.....	.....	.....	3	.....	.....	.....	.....	1	3	1	2
.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2	3
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	4
.....	1	.....	1	1	3	.....	.....	.....	10	1	15	5
.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	6
.....	.....	.....	1	.....	2	.....	.....	.....	.....	.....	3	7
4	49	3	21	28	31	.....	.....	5	49	45	172	8
.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	4	9
.....	.....	.....	.....	1	.....	.....	.....	.....	1	1	1	10
1	2	1	.....	4	3	.....	.....	1	6	7	12	11
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	12
.....	1	.....	1	1	.....	.....	.....	.....	1	1	3	13
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	14
.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	18
.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	3	20
.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	3	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	4	23
.....	1	.....	.....	.....	1	.....	.....	.....	1	.....	6	24
5	59	4	25	39	44	.....	.....	6	80	59	245	

CROSSING TENDERS AND WATCHMEN.

.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1
1	7	.....	1	1	5	.....	.....	.....	10	4	33	2
.....	.....	.....	.....	2	2	.....	.....	1	2	3	4	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	4
.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	5
.....	1	1	.....	.....	.....	.....	.....	.....	.....	1	1	6
1	8	1	1	3	8	.....	.....	1	13	8	41	

STATION MEN.

.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	2	1
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2
.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2	3
.....	3	.....	2	4	7	.....	.....	.....	18	5	32	4
.....	.....	.....	.....	2	.....	.....	.....	1	2	3	2	5
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	6
.....	5	.....	4	7	8	.....	.....	1	20	9	39	

TABLE 16. F.—SUMMARY of Accidents to Persons for the

A.—Accidents Resulting from the Move

EMPLOYEES—

Number.	Name of Railway.	Kind of Accident.									
		Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking Down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Can. Northern										
2	Can. Pacific		1		1						
3	Grand Trunk										
4	" (Can. Atlantic)										
5	Grand Trunk Pacific										
6	Morrissey, Fernie & Michel										
7	Quebec and Lake St. John										
8	Quebec, Montreal and Southern										
9	Temiscouata										
10	Toronto, Hamilton & Buffalo										
	Final total		1		1						

TABLE 16. G.—EMPLOYEES—

1	Can. Northern										
2	Can. Pacific				1						
3	Montreal and Atlantic										
	Final total				1						

TABLE 16. H.—EMPLOYEES—

1	Algoma Central and Hudson Bay						1				
2	Algoma Eastern		1								
3	Canada Southern										
4	Can. Gov't. Ry.: Intercolonial				1						
5	Can. Northern		1								
6	Can. Northern Ontario										
7	Can. Northern Quebec				1						
8	Can. Pacific		8	8	6	2	6		2		1
9	Grand Trunk										
10	Grand Trunk Pacific										
11	Kingston & Pembroke		1								
12	Nelson and Fort Sheppard				1						
13	Père Marquette, in Canada										
14	Quebec, Montreal and Southern										
15	St. Lawrence and Adirondack										
16	Sydney and Louisburg										
17	Temiskaming & North'n Ontario								2		
18	Toronto, Hamilton and Buffalo										
19	Vancouver, Victoria and Eastern										
20	Wabash, in Canada										
	Final total		11	8	9	2	7		4		1

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ment of Trains, Locomotives and Cars.

SHOPMEN.

Kind of Accident.										Total.		
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
				1	1			1	1	2	2	1
1	4	1	2	5	7		2	3	24	10	41	2
									4		4	3
								1		1		4
	1			2	2				2	2	5	5
									1		1	6
					1						1	7
									1		1	8
									3		3	9
									1		1	10
1	5	1	2	8	11		2	5	37	15	59	

TELEGRAPH EMPLOYEES.

									2		2	1
	2								5		8	2
					1						1	3
	2				1				7		11	

OTHER EMPLOYEES.

					1						2	1
											1	2
	1		2						1		4	3
1		1								2	1	4
	2		1	1	2				8	1	14	5
1									1	1	1	6
			1								2	7
	15	5	12	8	13		4	8	47	31	114	8
				1	2				4	1	6	9
1										1		10
											1	11
	1										2	12
								1		1		13
									2		2	14
			1								1	15
	1	1			1					1	2	16
	2										4	17
					1						1	18
			2						2		4	19
				1						1		20
3	22	7	19	11	20		4	9	65	40	162	

TABLE 16, I.—SUMMARY of Accidents to Persons for the

A.—Accidents Resulting form the Move

OTHER PERSONS—

Number.	Name of Railway.	Kind of Accident.									
		Collisions,		Derailments		Parting of Trains.		Locomotive or Cars Breaking Down.		Falling from Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Eastern										
2	Brockville, Westport and North Western										
3	Canada Southern									1	1
4	Can. Gov't. Ry.: Intercolonial			1							1
5	Can. Northern	1									
6	Can. Northern Ontario										
7	Can. Northern Quebec										1
8	Can. Pacific									6	10
9	Central Ontario										
10	Dominion Atlantic										
11	Grand Trunk						1			2	8
12	" (Can. Atlantic)										2
13	Grand Trunk Pacific										
14	Halifax and South Western										
15	Kingston and Pembroke										
16	Klondike Mines										
17	Montreal and Atlantic										
18	Morrissey, Fernie and Michel			1							
19	Ottawa and New York										
20	Père Marquette							1			
21	Quebec Central										
22	Quebec and Lake St. John										
23	Quebec, Montreal and Southern										
24	Salisbury and Albert										
25	St. Lawrence and Adirondack										
26	Sydney and Louisburg										
27	Temiskaming & North'n Ontario										
28	Temiscouata										
29	Toronto, Hamilton and Buffalo										
30	Vancouver, Victoria and Eastern										
31	Wabash, in Canada										1
	Final total	1		2			1	1		9	24

TABLE 16, J.—OTHER PERSONS—

1	Canada Southern										
2	Can. Gov't. Ry.:Intercolonial		4		1						
3	Can. Northern										1
4	Can, Northern Ontario										
5	Can. Northern Quebec										
6	Can. Pacific	1	3	5	4					3	6
7	Esquimalt and Nanaimo										
8	Grand Trunk		22								
9	Grand Trunk Pacific										
10	Pere Marquette										
11	Quebec and Lake St. John										
12	St. Lawrence and Adirondack										
13	Sydney and Louisburg										
14	Toronto, Hamilton and Buffalo										
15	Vancouver, Victoria and Eastern										
16	Wabash, in Canada										
	Final total	1	29	5	5					3	7

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ment of Trains, Locomotives or Cars.

—TRESPASSING.

Kind of Accident.												
Jumping on or of Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.		Total Accidents to OTHER PERSONS—Trespassing.		
		At Highway Crossings		At Stations.		At Other Points Along Track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	No.
						1				1		1
												2
				1	6					1		
1						1	3			3	4	3
2	1	3				13	7			19	9	4
3	2		3	1	1	13	4		2	18	12	5
					2	1	1			1	3	6
1		1				3	2	1		6	3	7
7	7	9	12	19	17	85	86	4	4	130	136	8
						2				2		9
						1	1			1	1	10
7	7	19	25		1	44	31	10	12	82	85	11
		2	1			5	2			7	5	12
		1			1	2	4	1		4	5	13
							3				3	14
						1				1		15
						1				1		16
						1				1		17
				1						2		18
						1				1		19
	1							1		2	1	20
1						5				6		21
	1				1	3	4			3	6	22
			1			1				1	1	23
						1				1		24
				1						1		25
1						2	1			3	1	26
									2		2	27
						1				1		28
1			1			6	1		1	7	3	29
						2	1			2	1	30
						1	2			1	3	31
24	19	35	43	23	23	197	153	17	21	309	284	

—NOT TRESPASSING.

		1	8						2	1	10	1
1		4	8	4	1					9	14	2
									1		2	3
		1		1						2		4
			1		1						2	5
3	6	20	24	4	8	4	8	2	31	42	90	6
1		1	1					1		3	1	7
	1					2		3	2	5	25	8
							1				1	9
			1						2		3	10
			4				1				5	11
			2						2		4	12
			1		1		2				4	13
			1						2		3	14
			1								1	15
			6	1						1	6	16
5	7	27	58	10	11	6	12	6	42	63	171	

TABLE 16, K.—SUMMARY of Accidents to Persons for the

B.—Accidents Arising from Causes other than those Resulting

PASSENGERS.

No.	Name of Railway.	KIND OF ACCIDENT.										Total Accidents to STATION MEN.	
		Handling Traffic.		Handling Tools, Machinery &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at Rest.		Other Causes.			
		Killed.	Injured.	Killed	Injured	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern	....	....	....	....	....	....	....	....	....	3	.....	3
2	Can. Gov't. Ry.: Intercolonial	....	....	....	....	....	....	....	....	1	....	1	.....
3	Can. Northern	....	....	....	....	....	....	....	1	....	....	.....	1
4	Can. Northern Quebec	....	....	....	....	....	....	....	....	....	3	.....	3
5	Can. Pacific	....	....	....	....	....	....	....	1	2	8	2	9
6	Vancouver, Victoria and Eastern	....	....	....	....	....	....	....	1	....	....	.....	1
	Final total	....	....	....	....	....	....	....	3	3	14	3	17

EMPLOYEES—STATION MEN.

1	Algoma Central and Hudson Bay	....	....	....	....	....	....	....	....	....	....	.....	.....
2	Algoma Eastern	....	....	....	....	....	....	....	....	....	1	.....	1
3	Canada Southern	....	....	....	....	....	....	....	1	....	....	.....	1
4	Can. Gov't. Ry.: Intercolonial	....	2	....	....	....	....	....	....	....	....	.....	2
5	" " Prince Edward Island	....	1	....	....	....	....	....	....	....	....	.....	1
6	Can. Northern	....	1	....	....	....	....	....	....	....	1	.....	2
7	Can. Northern Ontario	....	....	....	....	....	....	....	....	....	....	.....	.....
8	Can. Northern Quebec	....	7	....	....	....	....	....	....	....	....	.....	7
9	Can. Pacific	....	42	....	9	....	19	....	6	....	35	.....	111
10	Grand Trunk	....	....	....	....	....	....	....	....	....	1	.....	1
11	" (Can. Atlantic)	....	....	....	....	....	....	....	....	....	1	.....	1
12	Grand Trunk Pacific	....	2	....	....	....	....	....	....	....	....	.....	2
13	Halifax and South Western	....	....	....	....	....	....	....	....	....	....	.....	.....
14	Massawippi Valley	....	3	....	....	....	....	....	....	....	....	.....	3
15	Ottawa & New York	....	....	....	....	....	1	....	....	....	....	.....	1
16	Pere Marquette	....	....	....	....	....	....	....	....	....	....	.....	.....
17	Quebec Central	....	....	....	....	....	....	....	....	....	....	.....	.....
18	Quebec and Lake St. John	....	....	....	....	....	....	....	....	....	1	.....	1
19	Sydney and Louisburg	....	....	....	....	....	....	....	....	....	....	.....	.....
20	Temiskaming and Northern Ontario	....	....	....	....	....	2	....	....	....	....	.....	2
21	Toronto, Hamilton and Buffalo	....	1	....	....	....	....	....	....	....	1	.....	2
22	Vancouver, Victoria and Eastern	....	7	....	....	....	....	....	....	....	1	.....	8
23	Wabash, in Canada	....	....	....	....	....	....	....	....	....	1	.....	1
	Final total	....	66	....	9	....	22	....	7	....	43	.....	147

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from the Movement of Trains, Locomotives or Cars.

OTHER PERSONS.

Kind of Accident.										Total Accidents to OTHER PERSONS.		No.
Handling Traffiic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at Rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
												1
								1	1	1	1	2
								1	4	1	4	3
								1	1	1	1	4
	2				1		1		6		10	5
												6
	2				1		1	3	12	3	16	

16, L.

EMPLOYEES—SHOPMEN.

			7		4						11	1
												2
			14		1						15	3
			4						3		7	4
			5								5	5
			57		2		1		31		91	6
			17				1				18	7
	6		6		5		1		12		30	8
	4		92	1	10		10		90	1	206	9
			8						10		18	10
									2		2	11
		1	19		2			1	4	2	25	12
			1								1	13
												14
												15
		1	4		2				1	1	7	16
								1	2	1	2	17
			5		9				10		24	18
							1				1	19
												20
			5						1		6	21
									1		1	22
			1						1		2	23
	10	2	245	1	35		14	2	168	5	472	

TABLE 16, M.—SUMMARY of Accidents to Persons for

B.—Accidents Arising from Causes other than those Result

EMPLOYEES—TRACKMEN.

No.	Name of Railway.	KIND OF ACCIDENT.										Total Accidents to PASSENGERS.	
		Handling Traffic.		Handling Tools, Machinery &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at Rest.		Other Causes.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay	....	....	....	1	....	3	....	....	....	....	.....	4
2	Algoma Eastern	....	....	....	1	....	....	....	....	....	1	.....	2
3	Brandon, Sask'n and Hudson Bay	....	....	....	....	....	....	....	....	....	....	.....	.....
4	Canada Southern	....	....	....	13	....	8	....	....	....	....	.....	21
5	Can. Gov't. Rys.: Intercolonial	....	....	....	....	....	....	....	....	....	....	.....	.....
6	" " Prince Edward Island	....	....	....	3	....	....	....	1	....	1	.....	5
7	Can. Northern	....	....	....	9	....	7	....	1	....	51	.....	68
8	Can. Northern Ontario	....	....	....	....	....	....	....	....	....	7	.....	7
9	Can. Northern Quebec	....	....	....	....	....	3	....	....	....	4	.....	7
10	Can. Pacific	....	4	2	85	....	86	....	2	4	115	6	292
11	Crow's Nest Southern	....	....	....	....	....	1	....	....	....	2	.....	3
12	Esquimalt and Nanaimo	....	....	....	....	....	4	....	....	....	1	.....	5
13	Grand Trunk	....	....	....	....	....	....	....	....	....	8	.....	8
14	" (Can. Atlantic)	....	....	....	....	....	....	....	....	....	....	.....	.....
15	Grand Trunk Pacific	....	....	....	1	....	5	....	....	....	3	.....	9
16	Hereford	....	....	....	....	....	....	....	....	....	....	.....	.....
17	Inverness Ry. and Coal Co	....	....	....	1	....	....	....	....	....	1	.....	2
18	Manitoba Great Northern	....	....	....	....	....	1	....	....	....	3	.....	4
19	Montreal and Atlantic	....	....	....	2	....	1	....	....	....	1	.....	4
20	Nelson and Fort Sheppard	....	....	....	....	....	2	....	....	....	1	.....	3
21	Ottawa and New York	....	....	....	1	....	....	....	....	....	....	.....	1
22	Pere Marquette	....	....	....	....	....	....	....	....	....	....	.....	.....
23	Quebec Central	....	....	....	....	....	1	....	....	....	1	.....	2
24	Quebec and Lake St. John	....	....	....	1	....	....	....	....	....	1	.....	2
25	Quebec Ry. Light and Power Co	....	....	....	....	....	....	....	....	....	....	.....	.....
26	St. Lawrence and Adirondack	....	....	....	1	....	1	....	....	....	1	.....	3
27	Sydney and Louisburg	....	....	....	2	....	....	....	....	....	....	.....	2
28	Temiskaming and Northern Ontario	....	....	....	....	....	....	....	....	....	....	.....	.....
29	Toronto, Hamilton and Buffalo	....	....	....	3	....	8	....	1	....	....	.....	12
30	Vancouver, Victoria and Eastern	....	....	....	1	....	9	....	....	....	7	.....	17
31	Wabash, in Canada	....	....	....	....	....	4	....	....	....	1	.....	5
	Final total	....	4	2	125	....	144	....	5	4	210	6	488

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the Year ending June 30, 1913, showing kind of Accident.

ing from the Movement of Trains, Locomotives or Cars.

EMPLOYEES—OTHER EMPLOYEES.

Kind of Accident.										Total Accidents to OTHER EMPLOYEES.		No.
Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at Rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
				1	3		1		5	1	9	1
												2
									1		1	3
	1		15		2		3	1	10	1	31	4
	4								8		12	5
			3		2				2		7	6
	2		16		19		2		52		91	7
												8
			2		4				12		18	9
2	19	1	44		30		7	6	138	9	238	10
	1										1	11
												12
								1	8	1	8	13
									1		1	14
	1		3		3		1	2	2	2	10	15
									1		1	16
												17
									2		2	18
			1		1				1		3	19
					1				2		3	20
												21
			1		1				1		3	22
												23
									7		7	24
		1								1		25
												26
												27
							1				1	28
												29
	4		2		3				9		18	30
									1		1	31
2	32	2	87	1	69		15	10	263	15	466	

ELECTRIC

Table 1.—Summary of Road, Mileage, Passengers and

No.	Name of Railway.	Track Mileage. Length of Road First Main Track.	Length of Road Second Main Track.	Total Main Track.	Length of Sidings and Turnouts.	Total Computed as Single Track.
	1	2	3	4	5	6
1	Berlin and Waterloo Street	3·20	1·48	4·68	·41	5·09
2	Berlin and Northern	2·45		2·45	·10	2·55
3	Brantford and Hamilton	23·00		23·00		23·00
4	British Columbia	177·44	118·56	296·00	38·02	334·02
5	Calgary	50·00	12·00	62·00	1·00	63·00
5a	Canadian Resources Development Co.	1·75		1·75	·16	1·91
6	Cape Breton	30·52		30·52	1·05	31·57
7	Chatham, Wallaceburg and Lake Erie	38·94		38·94	6·00	44·94
8	Cornwall	4·00		4·00	2·50	6·50
9	Edmonton Radial	30·23		30·23	·50	30·73
10	Galt, Preston and Hespeler, now Berlin, Waterloo and Lake Huron	17·81	1·36	19·17	7·25	26·42
11	Grand Valley	40·36	1·95	42·31		42·31
12	Guelph Radial	8·50		8·50	·33	8·83
13	Halifax Tramway	11·24	8·70	19·94	·06	20·00
14	Hamilton and Dundas	7·00		7·00		7·00
15	Hamilton, Grimsby and Beamsville	22·00		22·00		22·00
16	Hamilton Radial	25·00	8·69	33·69		33·69
17	Hamilton Street	22·00		22·00		22·00
18	Hull	14·12	10·60	24·72	2·17	26·89
19	International Transit Co.	4·30		4·30	·22	4·52
20	Kingston, Portsmouth and Cataraqui	8·00		8·00		8·00
21	Levis County	10·50		10·50		10·50
22	Lethbridge Municipal	11·00		11·00	·70	11·70
23	London Street	25·73	6·79	32·52	·73	33·25
24	London and Lake Erie	29·02		29·02	·50	29·52
25	Moncton Tramways	2·72		2·72	·01	2·73
26	Montreal Park and Island*	29·37	16·03	45·40	4·68	50·08
27	Montreal Street*	76·67	60·10	136·77	17·59	154·36
28	Montreal Terminal*	18·22	4·28	22·50	6·55	29·05
29	Montreal and Southern Counties	11·40		11·40	2·00	13·40
30	Moosejaw	7·50	1·50	9·00	·75	9·75
30a	Niagara, Welland and Lake Erie	1·74		1·74	·30	2·04
31	Nelson, B.C.†	1·25		1·25		1·25
32	Niagara Falls, Park and River	11·91	11·20	23·11	1·37	24·48
33	Niagara, St. Catharines and Toronto	47·76		47·76	15·82	63·58
34	Nipissing Central	5·70		5·70	·10	5·80
35	Oshawa	9·00		9·00	4·00	13·00
36	Ottawa	23·56	21·42	44·98	·50	45·48
37	Peterborough Radial	6·04		6·04	·04	6·08
38	Pictou County†	7·90		7·90	·20	8·10
39	Port Arthur and Fort William	25·33		25·33		25·33
40	Quebec Rly., Light and Power (Citadel)	17·72		17·72		17·72
41	Quebec Rly., Light and Power (Montmorency)	28·60	9·80	38·40	3·00	41·40
42	Regina Municipal	13·09	7·33	20·42	·40	20·82
43	Sandwich, Windsor and Amherstburgh	38·28		38·28		38·28
44	Sarnia	8·25		8·25	1·00	9·25
45	Sherbrooke	9·00		9·00	·53	9·53
46	St. John, N.B.†	12·50	6·50	19·00		19·00
47	St. Stephen, N.B.	4·00		4·00		4·00
48	St. Thomas, Ont.	7·00		7·00		7·00
49	Suburban Transit (Winnipeg)	19·61		19·61		19·61
50	Toronto Street	61·72	61·72	123·44	9·48	132·92
51	Toronto Suburban	9·84		9·84	·42	10·26
52	Toronto and York	72·43		72·43	9·57	82·00
53	Windsor, Essex and Lake Shore	36·16	1·13	37·29	1·85	39·14
54	Winnipeg	89·12		89·12		89·12
55	Winnipeg, Selkirk and Lake W'peg.	22·13		22·13		22·13
56	Yarmouth†	3·00		3·00		3·00
	Total	1,356·63	371·14	1,727·77	141·86	1,869·63

* Figures, taken from return of 1911. † Figures taken from last year's return.

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RAILWAYS.

Freight carried, Year ending June 30, 1913.

7	8	9	10	11	12	13	14	
Car Mileage.				Passenger Traffic.			Ft. Traf.	
Length of Track Leased.	Passenger Car Mileage.	Freight, Mail and Express Car Mileage.	Total Car Mileage.	Fare Passengers Carried.	Transfer Passengers Carried.	Total Passengers Carried.	Number of Tons of Freight Carried.	No.
.....	129,463	.....	129,463	958,750	24,000	982,750	.....	1
·70	33,500	.....	33,500	206,052	.....	206,052	.....	2
.....	298,367	34,680	333,047	526,496	.....	526,496	8,503	3
139·88	11,315,894	911,897	12,227,791	71,973,822	10,380,264	82,354,086	448,750	4
.....	2,647,674	560	2,648,234	16,986,658	5,920,000	22,906,658	.....	5
.....	29,200	.....	29,200	26,721	.....	26,721	.....	5a
19·03	634,929	20,274	655,203	4,186,899	82,293	4,269,192	.....	6
.....	285,723	47,521	333,244	416,761	.....	416,761	125,553	7
.....	197,304	22,566	219,870	450,571	.....	450,571	81,640	8
.....	1,699,882	4,909	1,704,791	13,836,405	1,661,888	15,498,293	42,780	9
.....	307,583	40,606	348,189	1,262,825	.....	1,262,825	202,547	10
.....	491,388	.....	491,388	1,575,692	80,220	1,655,912	292	11
.....	320,000	9,000	329,000	929,045	103,884	1,032,929	12,680	12
.....	1,011,723	.....	1,011,723	6,147,009	505,598	6,652,607	.....	13
.....	143,992	158	144,150	768,979	.....	768,979	.....	14
.....	332,806	51,847	384,653	736,511	.....	736,511	44,854	15
.....	557,012	23,030	580,042	2,373,436	.....	2,373,436	14,923	16
.....	1,901,940	.....	1,901,940	15,595,131	3,600,831	19,195,962	.....	17
1·82	788,975	29,614	818,589	2,300,456	106,000	2,406,456	7,327	18
.....	295,160	.....	295,160	2,053,780	.....	2,053,780	.....	19
.....	199,680	.....	199,680	910,456	149,528	1,059,984	.....	20
.....	390,593	.....	390,593	1,622,880	355,717	1,978,597	4,190	21
.....	371,149	.....	371,149	1,184,392	60,667	1,245,059	.....	22
.....	1,495,681	.....	1,495,681	8,701,268	1,402,919	10,104,187	.....	23
.....	344,566	38,303	382,869	607,314	.....	607,314	.....	24
1·75	83,255	.....	83,255	405,541	.....	405,541	.....	25
.....	1,326,478	21,579	1,348,057	4,999,336	911,843	5,911,179	111,005	26
8·64	15,946,181	171,217	16,117,398	159,892,021	53,505,304	213,397,325	100,000	27
.....	616,280	62,363	678,643	1,917,795	114,750	2,032,545	91,302	28
12·08	336,225	.....	336,225	1,661,245	.....	1,661,245	.....	29
.....	413,359	.....	413,359	2,174,745	.....	2,174,745	.....	30
.....	.....	.....	.....	377,177	.....	377,177	.....	30a
.....	53,664	.....	53,664	308,823	.....	308,823	.....	31
.....	297,985	.....	297,985	1,365,661	.....	1,365,661	.....	32
.....	917,460	72,010	989,470	3,877,008	21,416	3,898,424	356,150	33
.....	190,868	.....	190,868	991,891	.....	991,891	.....	34
.....	58,438	25,482	83,920	253,203	.....	253,203	169,278	35
2·22	4,446,414	.....	4,446,414	22,345,111	7,448,370	29,793,481	.....	36
.....	263,050	.....	263,050	1,003,331	153,506	1,156,837	.....	37
.....	130,608	5,054	135,662	1,171,470	.....	1,171,470	.....	38
.....	1,126,921	36,115	1,163,036	5,937,674	430,656	6,368,330	18,565	39
.....	1,967,554	.....	1,967,554	9,809,674	2,670,086	12,479,760	3,600	40
.....	406,792	.....	406,792	1,588,691	.....	1,588,691	.....	41
.....	591,452	.....	591,452	3,219,369	276,686	3,496,055	.....	42
.....	1,011,072	.....	1,011,072	4,337,304	623,909	4,961,213	2,500	43
.....	143,990	.....	143,990	727,598	38,210	765,808	8,610	44
.....	448,144	.....	448,144	1,115,038	197,988	1,313,026	.....	45
.....	1,003,454	.....	1,003,454	4,330,339	1,572,930	5,903,269	.....	46
3·00	183,960	.....	183,960	682,380	24,446	706,826	.....	47
.....	295,785	.....	295,785	470,609	111,517	582,126	.....	48
.....	304,900	.....	304,900	1,115,418	.....	1,115,418	.....	49
.....	20,280,225	.....	20,280,225	144,771,991	60,669,228	205,441,219	.....	50
.....	312,934	.....	312,934	1,967,934	120,510	2,088,444	.....	51
.....	1,250,244	107,845	1,358,089	525,571	.....	525,571	67,558	52
.....	272,063	77,792	349,855	470,227	12,630	482,857	35,323	53
.....	7,837,728	.....	7,837,728	57,083,091	12,186,875	69,269,966	.....	54
.....	199,573	.....	199,573	476,532	.....	476,532	.....	55
.....	63,976	.....	63,976	151,694	.....	151,694	.....	56
189·12	89,005,216	1,814,422	90,819,638	597,863,801	165,524,669	763,388,470	1,957,930	

TABLE 2.—SUMMARY of Railway Capital at the

No.	1 Name of Railway.	2 Stocks. Amount Outstanding.	3 Stocks. Amount per mile of Line.	4 Stocks. Proportion to total Railway Capital. 100 x Col. 2.
				Col. 12.
		$ cts.	$ cts.	Per cent.
1	Berlin and Waterloo Street			
2	Berlin and Northern	17,400	5,780	88·78
3	Brantford and Hamilton	300,000	13,044	31·23
4	British Columbia	9,173,000	47,250	58·00
5	Calgary Municipal			
6	Cape Breton	1,359,000	114,975	58·00
7	Leased:—Sydney and Glace Bay	500,000	26,738	55·00
8	Chatham, Wallaceburg and Lake Erie	760,600	16,925	48·70
9	Cornwall Street	200,000	30,769	100·00
10	Edmonton Radial			
11	Galt, Preston and Hespeler, now Berlin, Waterloo and Lake Huron	125,000	7,019	22·72
12	Grand Valley*	1,100,000	27,208	60·00
13	Guelph Radial	151,500	37,500	100·00
14	Halifax Tramway	1,400,000	70,000	70·00
15	Hamilton and Dundas	100,000	14,286	50·00
16	Hamilton, Grimsby and Beamsville	235,000	10,682	61·03
17	Hamilton Radial	111,150	4,446	41·00
18	Hamilton Street	914,000	41,545	64·64
19	Hull	292,000	17,925	100·00
20	International Transit Co	150,000	34,884	36·58
21	Kingston, Portsmouth and Cataraqui	83,100	10,387	45·60
22	Levis County	382,900	36,466	72·00
23	Lethbridge Municipal			
24	London Street	556,000	17,108	49·00
25	London and Lake Erie	2,000,000	68,711	74·00
26	Moncton Tramways†	1,090,400	400,882	77·00
27	Montreal Tramways	3,000,000	24,193	9·00
28	Moosejaw	596,700	59,670	100·00
29	Montreal and Southern Counties	1,000,000	87,719	100·00
30	Nelson, B.C.[2]	34,639	10,263	45·31
31	Niagara Falls, Park and River			
32	Niagara, St. Catharines and Toronto	925,000	16,849	45·70
32a	Niagara, Welland and Lake Erie	250,000	125,000	84·60
33	Nipissing Central	530,000	92,000	100·00
34	Oshawa	40,000	3,077	33·80
35	Ottawa	1,876,900	41,270	78·97
36	Peterborough Radial	100,000	16,445	43·70
37	Pictou County[2]	300,000	37,037	50·00
38	Port Arthur and Fort William			
39	Quebec Railway, Light and Power Co.[1]	3,250,000	62,960	55·00
40	Regina Municipal			
41	Sandwich, Windsor and Amherstburg	297,000	7,759	37·74
42	Sarnia	90,000	9,730	53·00
43	Sherbrooke[1]	1,080,500	120,055	50·00
44	St. John, N.B.[2]	800,000	42,105	44·41
45	St. Stephen, N.B	50,000	12,500	33·33
46	St. Thomas, Ont			
47	Suburban Transit (Winnipeg)	100,000	5,258	16·67
48	Toronto Street	11,000,000	177,419	75·00
49	Toronto Suburban	1,500,000	17,308	36·10
50	Toronto and York	2,000,000	24,390	54·95
51	Windsor, Essex and Lake Shore	750,000	18,750	50·00
52	Windsor and Tecumseh	100,000		34·60
53	Winnipeg[1]	11,241,978	126,314	70·00
54	Winnipeg, Selkirk and Lake Winnipeg	111,500	5,210	22·00
55	Yarmouth[2]	54,500	18,167	81·10
	Total	62,079,767		

* Figures taken from last report. † General capital of Company, electric light, gas, etc.

close of the Year ending June 30, 1913.

5	6	7	8	9	12	13	
FUNDED DEBT.			FUNDED DEBT.		SUMMARY.		
Amount Outstanding. Cols. 8+9+10+11	Amount per Mile of Line.	Proportion to total Railway Capital. 100 x Col. 5 / Col. 12.	Designation. Bonds.	Designation. Miscellaneous Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6	No.
$	$	Per cent.	$	$	$	$	
133,607	26,249	100·00	133,607	.....	133,607	26,249	1
2,400	960	11·22	2,400	.....	19,800	6,740	2
660,000	28,695	68·77	660,000	.....	960,000	41,739	3
6,827,000	35,164	42·00	6,827,000	.....	16,000,000	82,414	4
2,114,542	42,291	100·00	2,114,542	.....	2,114,542	42,291	5
988,000	83,587	42·00	988,000	.....	2,347,000	198,562	6
411,000	21,978	45·00	411,000	.....	911,000	48,716	7
800,000	17,801	51·30	800,000	.....	1,560,600	34,726	8
.....	.....	.....	.....	.....	260,000	30,769	9
3,003,639	96,892	100·00	3,003,639	.....	3,065,639	96,892	10
426,000	23,919	77·28	426,000	.....	551,000	30,938	11
688,800	17,036	40·00	688,800	.....	1,788,800	44,244	12
.....	.....	.....	.....	.....	151,500	37,500	13
600,000	30,000	30·00	600,000	.....	2,000,000	100,000	14
100,000	14,286	50·00	100,000	.....	200,000	28,572	15
150,000	6,818	38·97	150,000	.....	385,000	17,500	16
160,000	6,400	59·00	160,000	.....	271,150	10,846	17
500,000	22,727	35·36	500,000	.....	1,414,000	64,272	18
.....	.....	.....	.....	.....	292,000	17,925	19
260,000	60,465	63·42	260,000	.....	410,000	95,349	20
99,250	12,406	54·40	99,250	.....	182,350	22,793	21
151,100	14,390	28·00	151,100	.....	534,000	50,856	22
328,500	29,864	100·00	328,500	.....	328,500	29,864	23
577,000	17,754	51·00	577,000	.....	1,133,000	34,862	24
700,000	24,121	26·00	700,000	.....	2,700,000	92,832	25
365,000	134,191	23·00	365,000	.....	1,455,400	535,073	26
33,267,150	268,283	91·00	33,267,150	.....	36,267,150	292,476	27
.....	.....	.....	.....	.....	596,700	59,670	28
.....	.....	.....	.....	.....	1,000,000	87,719	29
41,803	12,386	54·69	34,761	7,042	76,442	22,649	30
600,000	50,378	100·00	600,000	.....	600,000	50,378	31
1,098,000	20,000	54·30	1,098,000	.....	2,023,000	36,849	32
45,500	22,750	15·40	45,500	.....	295,500	147,750	32a
.....	.....	.....	.....	.....	530,000	92,000	33
78,452	6,635	66·20	78,452	.....	118,452	9,112	34
500,000	10,993	21·03	500,000	.....	2,376,900	52,263	35
128,815	21,183	56·30	50,000	78,815	228,815	37,628	36
300,000	37,037	50·00	300,000	.....	600,000	74,074	37
1,476,442	58,281	100·00	1,476,442	.....	1,476,442	58,281	38
2,513,434	47,821	45·00	2,500,000	13,434	5,763,434	110,781	39
1,475,000	72,000	100·00	1,475,000	.....	1,475,000	72,000	40
490,000	12,800	62·26	490,000	.....	787,000	20,559	41
80,000	8,648	47·00	80,000	.....	170,000	18,378	42
1,080,500	120,055	50·00	1,080,500	.....	2,161,000	240,110	43
1,000,000	52,631	55·59	1,000,000	.....	1,800,000	94,736	44
100,000	25,000	66·67	100,000	.....	150,000	37,500	45
56,290	8,041	100·00	56,290	.....	56,290	8,041	46
500,000	26,290	83·33	500,000	.....	600,000	31,548	47
3,658,940	59,015	25·00	3,658,940	.....	14,658,940	236,434	48
2,628,000	30,000	63·90	2,628,600	.....	4,128,000	47,308	49
1,640,000	20,000	45·05	1,640,000	.....	3,640,000	44,390	50
750,000	18,750	50·00	750,000	.....	1,500,000	37,500	51
189,000	.....	65·40	189,000	.....	289,000	.....	52
5,000,000	56,180	30·00	5,000,000	.....	16,241,978	182,494	53
400,000	18,691	78·00	400,000	.....	511,500	23,901	54
12,700	4,233	18·90	12,700	.....	67,200	22,400	55
79,155,864	.....	.....	79,056,573	99,291	141,235,634	.....	

[1]General capital of the Light and Power Co., all divisions. [2]Figures taken from Report of last year.

Table 3.—Summary of Income Account

No.	1 Name of Railway.	2 Income. Net Earnings from Operation.	3 Income. Net Loss from Operation.	4 Income. Miscellaneous Income.	5 Total Income from Operation.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Northern	2,250 06			2,250 06
2	Berlin and Waterloo	14,508 97			14,508 97
3	Brantford and Hamilton	43,625 52			43,625 52
4	British Columbia	940,439 83			940,439 83
5	Calgary Municipal	201,933 87			201,933 87
5a	Canadian Resources Development		1,737 79		−1,737 79
6	Cape Breton	94,447 14		121,529 09	215,976 23
7	Chatham, Wallaceburg and Lake Erie	59,551 81			59,551 81
8	Cornwall	8,123 27			8,123 27
9	Edmonton	78,846 09			78,846 09
10	Galt, Preston and Hespeler, now Berlin, Waterloo and Lake Huron	86,887 27		269 64	87,156 91
11	Grand Valley	27,549 60			27,549 60
12	Guelph Radial	9,562 06			9,562 06
13	Halifax Tramway	107,936 87		154,652 33	262,589 20
14	Hamilton and Dundas	23,289 35			23,289 35
15	Hamilton, Grimsby and Beamsville	20,267 86			20,267 86
16	Hamilton Radial	49,588 41			49,588 41
17	Hamilton Street	254,455 13			254,455 13
18	Hull	32,717 37		34,719 81	67,437 18
19	International Transit Co	41,195 06		19,479 76	60,674 82
20	Kingston, Portsmouth and Cataraqui	5,778 32			5,778 32
21	Lethbridge Municipal		294 24		−294 24
22	Levis County	14,203 03		206 85	14,409 88
23	London Street	104,671 05		64 91	104,735 96
24	London and Lake Erie	42,898 91		1 34	42,900 25
25	Moose Jaw	14,242 93			14,242 93
26	Moncton Tramway		1,073 90		−1,073 90
27	Montreal Park and Island				
28	Montreal Tramways	* 2,721,562 80			2,721,562 80
29	Montreal Terminal				
30	Montreal and Southern Counties	16,996 66		130 02	17,126 68
31	Nelson, B.C.[1]		506 28		−506 28
32	Niagara Falls, Park and River	67,318 78		6,950 15	74,268 93
33	Niagara, St. Catharines and Toronto	148,454 94			148,454 94
33a	Niagara, Welland and Lake Erie	7,248 63			7,248 63
34	Nipissing Central	29,356 43		839 01	30,195 44
35	Oshawa	22,543 98		369 36	22,913 34
36	Ottawa	398,980 03			398,980 03
37	Peterborough Radial	14,148 18			14,148 18
38	Pictou County[1]	24,773 25		34,415 14	59,188 39
39	Port Arthur and Fort William	93,067 79		3,236 49	96,304 28
40	Quebec Ry., Light and Power (Citadel)	141,599 13			141,599 13
41	Quebec Ry., Light and Power (Montmorency)	59,366 80			59,366 80
41a	Regina Municipal	19,580 33			19,580 33
42	Sandwich, Windsor and Amherstburg	97,986 68		66,811 43	164,798 11
43	Sarnia	13,652 85			13,652 85
44	Sherbrooke	10,967 11		78,486 77	89,453 88
45	St. John, N.B.[1]	43,145 31		96,030 28	139,175 59
46	St. Stephen, N.B	8,431 51			8,431 51
47	St. Thomas, Ont		7,909 53		−7,909 53
48	Suburban Transit Co. (Winnipeg)		20,404 36	21,162 98	758 62
49	Toronto Street	2,758,079 35			2,758,079 35
50	Toronto Suburban	51,210 85		1,466 95	52,677 80
51	Toronto and York	213,703 83			213,703 83
52	Windsor, Essex and Lake Shore	64,904 87			64,904 87
53	Winnipeg	1,119,009 12		678,087 04	1,797,096 16
54	Winnipeg, Selkirk and Lake Winnipeg	55,920 11			55,920 11
55	Yarmouth[1]	1,685 53			1,685 53
	Total	10,482,664 63	31,926 10	1,318,909 35	11,769,647 88

* Figures taken from Co.'s Report to Shareholders. [1] Figures taken from last year's report.

for the Year ending June 30, 1913.

6	7	8	9	10	11	12	
Deductions from Income.					Net.		
Taxes.	Interest on Funded Debt.	Interest on Floating Debt.	Other Deductions from Income.	Total Deductions.	Income.	Loss.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
120 00	170 00	902 36	235 90	1,428 26	821 80		1
857 66	5,536 89	407 31	5,680 30	12,482 16	2,026 81		2
2,880 17	39,600 00	27,412 12		69,892 29		26,266 77	3
					940,439 83		4
	83,904 43			83,904 43	118,029 44		5
						1,737 79	5a
6,931 06	46,631 11		49,700 00	103,262 17	112,714 06		6
2,325 59	34,672 00	2,168 00		39,165 59	20,386 22		7
					8,123 27		8
	140,623 43			140,623 43		61,777 34	9
3,477 26	17,825 57	104 40		21,407 23	65,749 68		10
9,634 64	6,729 28			16,363 92	11,185 68		11
1,622 87				1,622 87	7,939 19		12
13,095 89	30,000 00			43,095 89	219,493 31		13
1,055 27	5,000 00			6,055 27	17,234 08		14
3,350 43	7,500 00	1,290 57		12,141 00	8,126 86		15
4,391 67	8,000 00	38,217 23		50,608 90		1,020 49	16
61,209 82	22,500 00	3,299 84		87,009 66	167,445 47		17
936 60			40,000 00	40,936 60	26,500 58		18
617 57	13,000 00	6,242 61		19,860 18	40,814 64		19
	5,415 00			5,415 00	363 32		20
	14,782 50			14,782 50		15,076 74	21
630 19	7,555 00	5,095 47		13,280 66	1,129 22		22
4,829 12	28,861 60	55 80	515 32	34,261 84	70,474 12		23
1,277 21	35,000 00		5,562 77	41,839 98	1,060 27		24
					14,242 93		25
						1,073 90	26
							27
73,000 00	800,000 00	721,151 76	489,079 88	2,083,231 64	638,331 16		28
							29
1,595 66				1,595 66	15,531 02		30
	1,754 68	141 26	2 00	1,897 94		2,404 22	31
4,154 57	30,000 00			34,154 57	40,114 36		32
7,996 51	54,900 00	25,416 10		88,312 61	60,142 33		33
	2,275 00	889 00		3,164 00	4,084 63		33a
					30,195 44		34
718 30	3,650 00			4,368 30	18,545 04		35
23,939 79	10,000 00	6,342 00		40,281 79	358,698 24		36
232 05	8,350 00			8,582 05	5,566 13		37
911 11	15,000 00		24,634 07	40,545 18	18,643 21		38
			12,351 25	12,351 25	83,953 03		39
			256 00	256 00	141,343 13		40
					59,366 80		41
			52,877 69	52,877 69		33,297 36	41a
4,214 54	31,500 00			35,714 54	129,083 57		42
487 30	4,062 00			4,549 30	9,103 55		43
	46,273 64		42,305 36	88,579 00	874,88		44
1,613 78	50,000 00			51,613 78	87,561 81		45
673 38	5,000 00			5,673 38	2,758 13		46
						7,909 53	47
1,981 99	25,000 00			26,981 99		26,223 37	48
1,022,431 87	174,957 05		7,000 00	1,204,388 92	1,553,690 43		49
1,390 24	6,300 00	304 43	11,457 11	19,451 78	33,226 02		50
5,889 74	81,999 99	54,287 88		142,177 61	71,526 22		51
1,871 31	37,500 00	17,696 19		57,067 50	7,837 37		52
191,184 46	250,000 00			441,184 46	1,355,911 70		53
3,734 28	20,000 00			23,734 28	32,185 83		54
	635 00		2,095 71	2,730 71		1,045 18	55
1,467,263 90	2,212,464 17	911,424 33	743,753 36	5,334,905 76	6,612,574 81	177,832 69	

Table 3.—Summary of Income Account

No.	Name of Railway.	Deductions, from Net Income.		
		Reserves and Special Charges.	Dividends.	Total Deductions.
		$ cts.	$ cts.	$ cts.
3	Brantford and Hamilton			
5	Calgary Municipal	53,086 62		53,086 62
6	Cape Breton	9,980 00	81,540 00	91,520 00
13	Halifax Tramway	19,374 00	112,000 00	131,374 00
14	Hamilton and Dundas		7,000 00	7,000 00
15	Hamilton, Grimsby and Beamsville		16,450 00	16,450 00
17	Hamilton Street		63,980 00	63,980 00
18	Hull			
19	International Transit Co	20,000 00	20,500 00	40,500 00
23	London Street		33,240 00	33,240 00
24	London and Lake Erie			
25	Moose Jaw		7,788 67	7,788 67
28	Montreal Street	287,384 37	156,382 00	443,766 37
33	Niagara, St. Catharines and Toronto			
35	Oshawa			
36	Ottawa	69,000 00	276,438 47	345,438 47
37	Peterborough Radial			
42	Sandwich, Windsor and Amherstburgh			
43	Sarnia		5,400 00	5,400 00
44	Sherbrooke			
46	St. Stephen		2,000 00	2,000 00
49	Toronto Street	73,500 00	879,951 00	953,451 00
50	Toronto Suburban			
51	Toronto and York Radial			
52	Windsor, Essex and Lake Shore			
53	Winnipeg		963,395 30	963,395 30
54	Winnipeg, Selkirk and Lake Winnipeg	22,000 00		22,000 00
	Balance from Railways not distributed			
	Total	554,324 99	2,626,065 44	3,180,390 43

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for the Year ending June 30, 1913—*Concluded.*

5	6	7	8	9	10	
		Profit and Loss Adjustments during the Year.		On June 30, 1913.		
Surplus for Year.	Deficit for Year.	Credit.	Debit.	Surplus.	Deficit.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	26,266 77	.....	.....	.....	26,266 77	3
64,942 82	.....	.....	.....	64,942 82	.....	5
21,194 06	.....	.....	34,000 00	.....	12,805 94	6
88,119 31	.....	.....	.....	88,119 31	.....	13
10,234 08	.....	.....	5,467 39	4,766 69	.....	14
.....	8,323 14	.....	.....	.....	8,323 14	15
103,465 47	.....	.....	10,260 00	93,205 47	.....	17
26,500 58	.....	.....	130,140 43	.....	103,639 85	18
314 64	.....	35 38	347 41	2 61	.....	19
37,234 12	.....	21 51	1,221 10	36,034 53	.....	23
1,060 27	.....	.....	28,233 81	.....	27,173 54	24
6,454 26	.....	.....	.....	6,454 26	.....	25
194,564 79	.....	.....	.....	194,564 79	.....	28
60,142 33	.....	.....	1,000 00	59,142 33	.....	33
18,545 04	.....	600 00	7,965 77	11,179 27	.....	35
13,259 77	.....	.....	.....	13,259 77	.....	36
5,566 13	.....	.....	1,658 11	3,908 02	.....	37
129,083 57	.....	.....	60,144 61	68,938 96	.....	42
3,703 55	.....	.....	.....	3,703 55	.....	43
874 88	.....	.....	.....	874 88	.....	44
758 13	.....	.....	.....	758 13	.....	46
600,239 43	.....	.....	.....	600,239 43	.....	49
33,226 02	.....	.....	1,707 71	31,518 31	.....	50
71,526 22	.....	.....	15,000 00	56,526 22	.....	51
7,837 37	.....	991 81	111 45	8,717 73	.....	52
392,516 40	.....	.....	.....	392,516 40	.....	53
10,185 83	.....	.....	.....	10,185 83	.....	54
1,538,958 45	151,565 92	.....	.....	1,538,958 45	151,565 92	
3,440,507 52	186,155 83	1,648 70	297,257 79	3,288,517 76	329,775 16	

TABLE 4.—SUMMARY of Gross Earnings from

No.	Name of Railway.	Car Earnings. Passenger.	Freight.	Mail and Express.	Other Car Earnings.	Total Car Earnings.
		2	3	4	5	6
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin & Waterloo	42,755 61		1,339 12	291 50	44,386 23
2	Berlin & Northern	8,617 10		98 25		8,715 35
3	Brantford & Hamilton	115,241 05	19,586 32	2,305 49	1,950 40	139,083 26
4	British Columbia	3,645,520 03	519,813 13		5,101 30	4,170,434 46
5	Calgary	692,430 94	300 00		1,821 55	694,552 49
6	Canadian Resources Development	1,336 05	300 00			1,636 05
7	Cape Breton	209,344 94		9,412 14	747 00	219,504 08
8	Chatham, Wallaceburg & Lake Erie	62,818 17	66,353 02	1,950 97	516 06	131,638 22
9	Cornwall	20,074 62	11,723 61	616 40		32,414 63
10	Edmonton Radial	561,493 94	8,559 89		5,092 68	575,146 51
11	Galt, Preston & Hespeler, now Berlin, Waterloo, Wellesley & Lake Huron Railway	93,555 01	109,239 69	8,780 30	2	211,575 02
12	Grand Valley	101,022 09	4,666 13			105,688 22
13	Guelph Radial	35,595 09	1,521 04			37,116 13
14	Halifax	270,005 41				270,005 41
15	Hamilton & Dundas	61,438 76	185 47	148 00	290 00	62,062 23
16	Hamilton, Grimsby & Beamsville	87,594 17	33,356 84	8,577 25	2,153 65	131,681 91
17	Hamilton Street	597,913 09			488 55	598 401 64
18	Hamilton Radial	171,967 94	12,140 11	578 00	853 55	185,539 60
19	Hull	126,578 17	17,846 57	2,928 94		147,353 68
20	International Transit	85,634 57				85,634 57
21	Kingston, Portsmouth & Cataraqui	37,092 97				37,092 97
22	Lethbridge Municipal	49,079 79			297 48	49,377 27
23	Levis County	72,009 91	5,032 88	690 00	450 00	78,182 79
24	London	316,978 65		1,714 97	507 25	319,200 87
25	London & Lake Erie	104,972 63	14,126 81	4,365 19		123,464 63
26	Moncton Tramway	16,762 99				16,762 99
27	Montreal Tramways Co					
28	Montreal & Southern Counties	124,275 48		2,607 05	3,638 75	130,521 28
29	Moose Jaw	96,720 05			78 80	96,798 85
30	Nelson, B.C*	12,455 30				12,455 30
31	Niagara Falls, Park & River	137,443 19	5,951 05	662 28	876 88	144,933 40
32	Niagara Falls, St. Catharines & Toronto	289,031 30	159,943 56	2,062 64	14,678 97	465,716 47
33	Niagara, Welland & Lake Erie	17,301 14				17,301 14
34	Nipissing Central	71,728 16			667 62	72,395 78
35	Oshawa	13,889 93	85,070 20	5,400 29	41 70	104,402 12
36	Ottawa	969,773 46			5,377 10	975,150 56
37	Peterborough Radial	46,094 59				46,094 59
38	Pictou County*	54,321 80	1,931 45			56,253 25
39	Port Arthur & Fort William	242,401 56	4,124 00	350 00	5,482 57	252,358 13
40	Quebec Ry., Lt. & Power Co. (Citadel	413,701 47	1,440 00	143 29	8,354 42	423,639 18
41	" " (Montmorency)	183,276 01		4,839 82	17,084 27	205,200 10
42	Regina Municipal	136,213 31		550 00	269 60	137,032 91
43	Sandwich, Windsor & Amherstburg	229,825 66	7,802 35	825 00	460 53	238,913 54
44	Sarnia	36,276 80	3,443 98	2,137 50	2,848 05	44,706 33
45	Sherbrooke	45,657 94		285 31	201 80	46,145 05
46	St. John, N.B.†	190,662 01				190,662 01
47	St. Stephen, N.B	34,115 90				34,115 90
48	St. Thomas, Ont	19,103 79			5 04	19,108 83
49	Suburban Transit Co. (Winnipeg)	38,493 76	2,896 35	630 00		42,020 11
50	Toronto	5,692,425 30				5,692,425 30
51	Toronto Suburban	84,932 10				84,932 10
52	Toronto & York	443,015 03	73,437 48	3,502 97		519,955 48
53	Windsor, Essex & Lake Shore	117,712 67	25,511 24	2,907 14	1,164 17	147,295 22
54	Winnipeg	2,365,378 82		420 00	4,001 37	2,369,800 19
55	Winnipeg, Selkirk & Lake Winnipeg	93,131 10	15,567 88	1,475 18		110,174 16
56	Yarmouth*	7,208 94		212 50		7,421 44
	Total	19,794,400 26	1,211,871 05	72,515 99	85,792 63	21,164,579 93

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Operation for the Year ending June 30, 1913.

7	8	9	10	11	12	13	14	
Miscellaneous Earnings.							Gross Earnings.	
Advertising.	Rent of Lands or Buildings.	Rent of Tracks.	Rent of Equipment.	Sale of Power.	Other Miscellaneous Earnings.	Total Miscellaneous Earnings.	Total.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
561 63	.....	.....	.....	3,600 00	.....	4,161 63	48,547 86	1
37 00	93 10	.....	.....	.....	96 83	226 93	8,942 28	2
.....	5,981 00	.....	1,530 75	.....	.....	7,511 75	146,595 01	3
9,447 11	.....	.....	.....	.....	.....	9,447 11	4,179,881 57	4
9,316 50	.....	.....	.....	.....	184 30	9,500 80	704,053 29	5
759 96	.....	.....	.....	.....	.....	759 96	1,636 05	6
225 00	430 71	.....	995 80	20 00	5,640 40	7,311 91	220,264 04	7
360 00	.....	.....	.....	333 44	3,389 91	4,083 35	138,950 13	8
5,523 67	18 00	432 72	.....	.....	42 05	6,016 44	36,497 98	9
.....	.....	.....	.....	.....	.....	.....	581,162 95	10
.....	418 85	600 00	.....	56 15	9 53	1,084 53	212,659 55	11
991 25	.....	.....	.....	.....	866 73	1,857 98	107,546 20	12
400 55	227 04	.....	.....	138 00	519 87	1,285 46	38,401 59	13
1,533 21	906 96	.....	.....	.....	.....	2,440 17	272,445 58	14
100 00	240 50	2,795 68	945 59	.....	.....	4,081 77	66,144 00	15
350 00	1,350 00	.....	6,315 42	.....	.....	8,015 42	139,697 33	16
600 00	1,977 00	.....	2,636 37	.....	.....	5,213 37	603,615 01	17
300 00	978 00	.....	8,918 38	.....	.....	10,196 38	195,735 98	18
900 00	132 80	.....	.....	.....	.....	1,032 80	148,386 48	19
1,126 13	.....	.....	.....	.....	.....	1,126 13	86,760 70	20
330 00	1,155 40	.....	.....	.....	.....	1,485 40	38,578 37	21
1,556 75	.....	.....	.....	.....	.....	1,556 75	50,934 02	22
.....	.....	.....	.....	.....	.....	.....	78,182 79	23
2,576 39	178 00	.....	.....	.....	227 15	2,981 54	322,182 41	24
588 34	.....	.....	.....	.....	437 14	1,025 48	124,490 11	25
150 00	.....	.....	.....	.....	.....	150 00	16,912 99	26
.....	.....	.....	.....	.....	.....	.....	(a)6,754,227 37	27
463 78	.....	.....	.....	.....	94 20	557 98	131,079 26	28
1,524 30	.....	.....	.....	2,243 00	3,087 93	6,855 23	103,654 08	29
119 20	.....	.....	.....	.....	.....	119 20	12,574 50	30
1,285 60	225 20	.....	49	1,102 02	10 85	2,624 16	147,557 56	31
.....	734 44	.....	172 92	.....	8,736 99	9,644 35	475,360 82	32
543 84	.....	.....	.....	.....	176 98	720 82	73,116 60	33
150 00	1,063 80	.....	.....	66 19	2,407 00	3,686 99	108,089 11	34
2,475 00	1,082 60	.....	.....	1,254 80	.....	4,812 40	979,962 96	35
481 99	.....	.....	.....	.....	130 78	612 77	46,707 36	36
.....	.....	.....	.....	.....	.....	.....	56,253 25	37
933 50	.....	.....	.....	1,500 00	404 51	2,838 01	255,196 14	38
184 91	.....	.....	.....	.....	.....	184 91	17,486 05	39
2,018 75	.....	.....	.....	.....	.....	2,018 75	425,657 93	40
.....	1,921 08	.....	.....	.....	4,785 00	6,706 08	211,906 18	41
3,421 31	25 00	.....	532 91	.....	900 05	4,879 27	141,912 18	42
600 00	105 00	.....	.....	10,950 00	280 00	11,935 00	250,848 54	43
400 00	.....	.....	.....	.....	2,888 94	3,288 94	47,995 27	44
666 00	.....	.....	.....	.....	1,348 41	2,014 41	48,159 46	45
750 00	.....	.....	.....	.....	.....	750 00	191,412 01	46
150 00	.....	.....	.....	444 25	1,301 75	1,896 00	36,011 90	47
337 50	.....	1,400 00	36 00	.....	246 74	2,020 24	21,129 07	48
.....	.....	.....	.....	.....	.....	.....	42,020 11	49
13,200 00	.....	.....	.....	.....	67,228 75	80,428 75	5,772,854 05	50
.....	239 17	.....	72 85	16,712 52	1,657 03	18,681 57	103,613 67	51
1,049 89	1,042 75	96 00	417 00	.....	8,917 70	11,523 34	531,478 82	52
400 00	82 70	.....	.....	.....	118 17	600 87	147,896 09	53
7,125 00	.....	.....	.....	.....	.....	7,125 00	2,376,925 19	54
.....	.....	.....	.....	.....	4,738 16	4,738 16	114,912 32	55
225 00	.....	.....	.....	2,331 02	10,931 33	13,487 35	20,908 79	56
76,239 06	20,609 10	5,324 40	22,574 48	40,751 39	131,805 18	297,303 61	28,216,110 91	

*1912 †1911 (a) undistributed.

TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	2	3	4	5
		MAINTENANCE—WAY AND STRUCTURES.			
		Maintenance of Track and Roadway.	Maintenance of Electric Line.	Maintenance of Buildings and Fixtures.	Total Way and Structures.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin & Waterloo	2,090 86	.....	286,39	2,377 25
2	Berlin & Northern	.....	604 73	177 43	782 16
3	Brantford & Hamilton	14,104 20	2,451 42	145 86	16,701 48
4	British Columbia	149,293 23	75,981 88	7,816 16	233,091 27
5	Calgary	21,396 33	2,948 21	1,320 55	25,665 09
6	Canadian Resources Development	349 25	5 00	9 45	363 70
7	Cape Breton	12,023 97	3,436 17	644 04	16,104 18
8	Chatham, Wallaceburg & Lake Erie	6,919 68	2,838 60	310 53	10,068 81
9	Cornwall	2,293 92	283 55	.....	2,577 47
10	Edmonton Radial	17,979 25	6,097 03	374 75	24,451 03
11	Galt, Preston & Hespeler, now Berlin, Waterloo, Wellesley Lake Huron	17,885 50	1,981 10	1,251 09	21,117 69
12	Grand Valley	1,520 81	460 29	1,152 77	3,133 87
13	Guelph Radial	1,710 39	102 75	.....	1,813 14
14	Halifax	16,341 40	1,437 56	2,504 64	20,283 60
15	Hamilton & Dundas	5,557 50	1,216 17	118 60	6,892 27
16	Hamilton, Grimsby & Beamsville	10,878 67	2,213 76	411 75	13,504 18
17	Hamilton Radial	11,526 36	2,038 32	121 50	13,686 18
18	Hamilton Street	5,038 89	4,259 20	496 48	9,794 57
19	Hull	10,298 64	3,325 35	287 77	13,911 76
20	International Transit	1,434 93	369 44	452 70	2,257 07
21	Kingston, Portsmouth & Cataraqui	3,619 76	594 94	134 70	4,349 40
22	Lethbridge Municipal	475 73	359 81	515 88	1,351 42
23	Levis County	2,965 85	1,647 97	145 57	4,759 39
24	London	23,421 40	2,907 10	748 50	27,077 00
25	London & Lake Erie	9,971 43	1,684 21	307 65	11,963 29
26	Moncton Tramway	1,289 15	177 33	62 64	1,529 12
27	Montreal Tramway Co	.....	.....	.....	.....
28	Montreal & Southern Counties	6,003 80	1,361 33	21 32	7,386 45
29	Moose Jaw	1,609 33	1,077 61	166 46	2,853 40
30	Nelson	1,551 21	229 41	7 10	1,787 72
31	Niagara Falls, Park & River	19,274 91	1,359 58	856 41	21,490 90
32	Niagara, St. Catharines & Toronto	38,098 15	5,428 05	17,497 36	61,023 56
33	Niagara, Welland & Lake Erie	.....	.....	.....	.....
34	Nipissing Central	3,608 35	971 16	275 46	4,854 97
35	Oshawa	13,236 28	1,160 26	968 07	15,364 61
36	Ottawa	28,065 83	20,987 21	3,711 76	52,764 80
37	Peterborough Radial	1,585 71	143 00	70	1,729 41
38	Pictou County*	3,789 40	200 11	.....	3,989 51
39	Port Arthur & Fort William	9,758 93	3,282 88	972 73	14,014 54
40	Quebec Ry. Lt. & Power Co. (Citadel)	14,081 37	3,626 66	1,513 66	19,221 69
41	" " (Montmorency)	17,577 49	3,710 79	2,358 87	23,647 15
42	Regina Municipal	1,545 22	3,705 07	5,397 14	10,647 43
43	Sandwich, Windsor & Amherstburg	21,678 89	5,495 36	3,779 34	30,953 59
44	Sarnia	2,161 60	291 64	.....	2,453 24
45	Sherbrooke	2,404 63	1,014 08	851 79	4,270 50
46	St. John, N.B†	11,728 21	2,020 67	537 55	14,286 43
47	St. Stephen, N.B	2,865 17	1,478 21	222 18	4,565 56
48	St. Thomas, Ont	625 92	58 95	.....	684 87
49	Suburban Transit (Winnipeg)	8,950 77	292 56	144 88	9,388 21
50	Toronto	87,850 49	29,190 64	32,690 68	149,731 81
51	Toronto Suburban	6,733 15	979 69	291 00	8,003 84
52	Toronto & York	28,836 69	5,215 52	3,070 05	37,122 26
53	Windsor, Essex & Lake Shore	11,412 68	1,539 58	272 72	13,224 98
54	Winnipeg	34,697 51	10,673 52	1,655 13	47,026 16
55	Winnipeg, Selkirk & Lake Wippipeg	12,277 50	776 86	15 40	13,069 76
56	Yarmouth*	.....	513 26	735 87	1,249 13
	Total	742,396 29	226,205 55	97,811 03	1,066,412 87

*1912. †1911.

6	7	8	9	10	11	13	
MAINTENANCE—EQUIPMENT.							
Maintenance of Plant.	Maintenance of Electric Plant.	Maintenance of Cars.	Maintenance of Electric Equipment of Cars.	Maintenance of Miscellaneous Equipment.	Miscellaneous Shop Expenses.	Total Equipment.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	2,007 59	128 13	2,135 73	671 12	.....	4,942 57	1
.....	.....	.....	.....	.....	.....	.....	2
.....	855 72	5,677 14	4,471 41	.....	9,215 58	20,219 85	3
.....	24,505 00	175,039 63	107,776 30	430 80	11,467 43	319,269 16	4
.....	.....	45,771 96	15,236 20	226 05	4,215 20	65,449 41	5
.....	.....	193 06	.....	85 63	.....	278 69	6
.....	2,078 61	7,545 27	4,480 99	456 42	784 82	15,346 11	7
152 23	.....	3,352 99	2,469 84	.....	502 83	6,477 89	8
61 87	.....	2,676 85	1,196 10	90 15	.....	4,024 97	9
.....	.....	26,722 52	24,485 19	453 82	2,851 17	54,512 70	10
519 61	896 30	630 25	4,032 02	980 89	.....	7,059 07	11
.....	.....	.....	4,457 47	.....	.....	4,457 47	12
.....	.....	248 07	6,435 41	.....	.....	6,683 48	13
2,441 17	583 77	10,541 50	7,676 63	937 56	1,078 00	23,258 63	14
.....	.....	402 88	435 55	2,208 38	.....	3,046 81	15
.....	499 54	14,941 58	7,236 19	2,045 90	.....	24,723 21	16
.....	.....	7,048 03	5,043 79	6,673 46	.....	18,765 28	17
.....	.....	23,551 84	25,397 03	19,197 94	.....	68,146 81	18
.....	.....	.....	21,071 64	.....	.....	21,071 64	19
296 44	.....	3,414 47	1,041 07	56 22	694 92	5,503 12	20
.....	90 42	.....	4,031 68	.....	598 35	4,720 45	21
.....	.....	3,659 80	1,503 47	69 15	48 79	5,281 21	22
.....	178 39	3,731 00	3,313 34	514 61	703 16	8,440 50	23
2,240 89	726 70	9,689 83	10,486 70	510 79	3,257 47	26,912 38	24
200 83	852 28	7,275 73	1,724 53	477 74	314 13	10,845 24	25
.....	.....	1,743 52	1,849 23	92 81	.....	3,685 56	26
.....	.....	.....	.....	.....	.....	.....	27
.....	6 10	3,469 02	2,931 25	703 13	.....	7,109 50	28
5,913 04	1,259 45	3,180 35	1,047 02	747 59	38 90	6,273 31	29
.....	54 12	1,381 31	389 68	71 95	84 55	1,981 61	30
.....	504 79	3,898 98	581 88	20 39	.....	5,006 04	31
.....	2,035 35	16,983 82	20,986 41	44 44	1,895 00	41,945 02	32
.....	.....	.....	.....	.....	.....	.....	33
.....	15 70	2,130 48	764 32	25 63	287 44	3,223 67	34
.....	265 87	2,296 15	2,281 25	1,558 65	.....	6,401 92	35
.....	11,626 96	35,261 73	25,042 32	.....	3,096 16	75,027 17	36
.....	228 51	2,720 88	1,589 25	20 74	.....	4,559 38	37
374 97	.....	149 90	1,085 55	662 85	.....	2,273 27	38
.....	.....	17,003 02	7,094 61	.....	1,615 15	25,712 78	39
.....	.....	18,440 59	16,354 95	438 51	330 11	35,564 16	40
74 49	132 54	7,698 59	10,319 77	74 48	828 05	19,127 92	41
.....	.....	4,749 95	8,411 30	318 17	414 19	13,893 61	42
.....	861 97	7,789 18	7,233 79	11 09	.....	15,896 03	43
.....	.....	.....	3,583 69	.....	1,788 50	5,372 19	44
.....	.....	3,010 38	889 14	1,292 99	.....	5,192 51	45
867 42	55 33	9,552 06	8,620 35	464 25	323 09	19,882 44	46
424 97	165 21	583 99	1,186 88	.....	176 58	2,537 63	47
.....	98 51	.....	2,911 94	.....	.....	3,010 45	48
.....	.....	.....	.....	.....	.....	.....	49
36,341 43	9,384 95	204,290 40	146,417 39	37,344 17	15,876 13	449,654 47	50
.....	.....	2,826 82	1,689 32	1,784 24	.....	6,300 38	51
745 07	1,048 67	22,361 66	26,451 21	11,990 29	145 59	62,742 49	52
.....	889 62	8,340 86	6,160 16	421 52	.....	15,812 16	53
.....	.....	66,790 80	42,155 85	12,425 87	5,967 49	127,340 01	54
.....	.....	3,231 60	.....	.....	.....	3,321 60	55
1,084 70	.....	316 39	.....	46 33	.....	1,447 42	56
45,826 09	61,907 97	802,444 90	614,166 79	106,696 72	68,598 88	1,699,641 35	

TABLE 5.—SUMMARY of Operating Expenses

	13	14	15	16	17
		TRANSPORTATION—OPERATION,			
	Name of Railway.	Power Plant Wages.	Fuel for Power.	Water for Power.	Lubricants and Waste for Power Plant.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin & Waterloo				
2	Berlin & Northern				
3	Brantford & Hamilton	3,498 08			
4	British Columbia	44,614 72	7,565 49	10,579 70	7 48
5	Calgary				
6	Canadian Resources Development				
7	Cape Breton				
8	Chatham, Wallaceburg & Lake Erie	8 59			
9	Cornwall	1,097 92	718 98		
10	Edmonton Radial				
11	Galt, Preston & Hespeler, now Berlin, Waterloo, Wellesley & Lake Huron Railway	2,390 15	1,267 11		261 25
12	Grand Valley	3,177 76	10,807 57		562 33
13	Guelph Radial		339 53		
14	Halifax	3,708 46	12,852 17	541 47	553 14
15	Hamilton & Dundas				
16	Hamilton, Grimsby & Beamsville	3,243 00			
17	Hamilton Radial				
18	Hamilton Street				
19	Hull				
20	International Transit	820 92			
21	Kingston, Portsmouth & Cataraqui				
22	Lethbridge Municipal				
23	Levis County	886 61			34 56
24	London	8,931 87	33,645 80	100 00	692 84
25	London & Lake Erie	4,488 02	6,140 54		166 87
26	Moncton Tramways				
27	Montreal Tramways Co				
28	Montreal & Southern Counties	3,939 54	13,128 12	85 30	850 88
29	Moosejaw	4,861 16	12,768 74	175 75	277 32
30	Nelson	972 85			14 20
31	Niagara Falls, Park & River	4,929 62			34 37
32	Niagara, St. Catharines & Toronto	5,996 13			
33	Niagara, Welland & Lake Erie				
34	Nipissing Central	1,832 00			
35	Oshawa	3,691 11	2,726 75		
36	Ottawa	25,863 03		1,580 39	
37	Peterborough Radial				
38	Pictou County	2,924 58	4,332 69	80 00	237 03
39	Port Arthur & Fort William				
40	Quebec Ry., Lt. & Power Co. (Citadel)				
41	" " (Montmorency)	1,146 75			
42	Regina Municipal				
43	Sandwich, Windsor & Amherstburg	6,193 37	3,211 28		
44	Sarnia				
45	Sherbrooke				
46	St. John, N.B.	3,921 81	15,849 86	1,200 00	
47	St. Stephen, N.B.	1,062 30	3,196 47	91 38	275 03
48	St. Thomas, Ont.				
49	Suburban Transit (Winnipeg)	2,197 45			
50	Toronto	61,053 08			
51	Toronto Suburban				
52	Toronto & York	18,746 41	19,918 53		2,210 25
53	Windsor, Essex & Lake Shore	3,702 47	8,942 27		
54	Winnipeg				
55	Winnipeg, Selkirk & Lake Winnipeg	4,506 13			
56	Yarmouth	1,098 50	3,540 50	772 50	130 14
	Total	235,504 39	160,952 40	15,206 49	6,307 69

for the Year ending June 30, 1913—*Continued.*

18	19	20	21	22	23	24	25	
Power Plant.		Operation of Cars.						
Miscellaneous Supplies and Expenses of Power Plant.	Hired Power.	Total Operation of Power Plant.	Superintendence of Transportation.	Wages of Conductors	Wages of Motormen.	Wages of Miscellaneous Car Service Employees.	Wages of Car House Employees.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	8,136 00	8,136 00	1,200 00	5,228 73	5,228 73	.....	1,041 32	1
.....	1,861 91	1,861 91	.....	863 97	863 97	197 84	.....	2
.....	12,828 76	16,326 84	1,523 69	4,522 72	4,522 72	3,441 78	2,400 33	3
16,199 27	542,844 60	621,811 26	93,637 72	488,285 32	488,285 32	81,976 48	99,714 97	4
.....	138,497 00	138,497 00	6,669 85	101,161 25	101,161 20	693 48	.....	5
.....	1,375 00	1,375 00	.....	637 38	637 37	.....	.....	6
.....	24,611 56	24,611 56	2,363 41	16,114 55	16,114 54	1,838 60	2,800 21	7
9 99	14,305 01	14,323 59	1,249 91	6,422 32	6,037 23	4,980 02	1,429 33	8
.....	.....	1,816 90	.....	5,514 77	5,514 76	.....	.....	9
193 07	190,658 95	190,852 02	18,872 17	77,104 98	77,104 98	1,737 00	.....	10
.....	21,119 44	25,037 95	2,280 00	9,361 75	9,358 40	5,707 00	5,518 05	11
.....	9,715 37	24,263 03	2,530 00	11,691 91	11,691 91	6,539 08	.....	12
.....	5,499 09	5,838 62	.....	5,079 43	5,079 43	420 53	.....	13
1,591 10	.....	19,246 34	1,750 00	33,436 16	33,436 15	6,187 99	2,900 79	14
.....	5,008 93	5,008 93	690 42	4,386 54	4,386 54	66 96	148 72	15
.....	11,750 47	14,993 47	1,550 01	6,312 45	6,312 45	9,048 08	686 09	16
.....	19,898 78	19,898 78	3,214 29	13,628 96	13,628 96	3,191 83	1,545 24	17
.....	57,931 58	57,931 58	11,103 06	51,871 24	51,871 23	.....	5,391 24	18
.....	13,140 42	13,140 42	.....	20,457 13	20,457 12	.....	.....	19
9,703 14	.....	10,524 06	.....	7,786 71	7,587 52	1,465 00	1,617 96	20
3,883 82	.....	3,883 82	.....	3,937 25	3,893 43	.....	3,223 13	21
.....	14,023 26	14,023 26	350 00	10,524 70	10,731 05	1,077 00	.....	22
.....	10,415 03	11,336 20	.....	8,895 90	9,026 63	1,278 96	1,704 16	23
797 57	.....	44,168 08	3,693 85	38,797 53	39,509 16	1,430 00	2,513 78	24
283 63	6,063 50	17,142 56	1,515 32	6,758 20	6,758 19	1,147 13	992 00	25
.....	4,878 00	4,878 00	130 00	2,786 07	2,786 06	.....	.....	26
.....	.....	.....	.....	.....	.....	.....	.....	27
1,787 02	7,875 26	27,666 12	3,442 87	8,085 12	8,085 12	1,729 95	.....	28
790 34	.....	18,873 31	30 00	17,963 21	17,963 20	.....	3,487 15	29
68 02	.....	1,055 07	.....	2,708 32	2,215 90	.....	653 40	30
563 91	.....	5,527 90	3,647 29	8,672 65	9,086 94	502 21	2,040 80	31
1,654 53	23,175 86	30,826 52	6,793 34	21,124 46	21,124 46	49,695 99	4,116 80	32
.....	.....	.....	.....	.....	.....	.....	.....	33
2 49	11,397 38	13,231 87	780 14	5,905 32	5,905 31	87 09	2,916 48	34
2,262 69	4,150 12	12,830 67	1,669 64	4,623 53	4,623 53	.....	900 00	35
2,749 47	13,339 99	43,532 88	.....	127,786 67	127,786 67	39,722 16	14,959 08	36
25 00	1,680 00	1,705 00	848 89	7,005 38	6,740 56	1,469 48	.....	37
55 00	.....	7,629 30	.....	3,359 83	3,359 93	736 66	3,329 15	38
.....	37,137 87	37,137 87	3,376 76	25,829 84	26,445 87	2,092 04	.....	39
.....	22,025 29	22,025 29	11,638 55	53,417 26	53,417 26	1,095 05	16,218 95	40
.....	20,000 03	21,146 78	4,145 44	15,270 80	11,811 52	17,366 36	594 00	41
.....	28,954 80	28,954 80	2,365 38	20,261 66	20,438 48	965 13	5,730 36	42
790 74	23,333 68	33,529 07	1,200 00	24,647 30	24,647 29	.....	.....	43
.....	5,564 63	5,564 63	221 00	4,322 63	4,322 62	.....	.....	44
.....	6,000 00	6,000 00	845 03	7,756 51	7,792 07	.....	.....	45
652 27	.....	21,623 94	3,210 00	28,064 65	28,064 66	.....	9,036 08	46
156 38	3,125 00	7,906 56	.....	3,035 45	3,081 49	.....	2,397 96	47
.....	5,165 97	5,165 97	.....	7,048 77	7,048 76	.....	3,249 39	48
638 42	20,648 59	23,484 46	.....	12,384 10	11,427 70	.....	.....	49
.....	461,268 82	522,321 90	97,573 13	617,419 32	576,080 64	299,389 33	.....	50
.....	4,000 00	4,000 00	660 00	7,226 81	7,680 15	.....	5,097 93	51
659 64	14,330 05	55,864 88	8,756 42	26,239 86	26,239 86	32,323 10	.....	52
946 92	.....	13,591 66	520 40	4,969 40	4,969 39	13,370 42	.....	53
.....	220,616 24	220,616 24	32,178 10	331,884 05	333,785 60	7,041 10	42,656 98	54
487 50	10,653 08	15,646 71	.....	4,244 90	4,474 85	3,390 55	.....	55
31 46	.....	5,573 10	.....	1,515 14	1,515 14	.....	98 80	56
46,983 39	2,059,005 32	2,523,959 68	338,226 08	2,344,340 86	2,302,120 02	603,401 38	251,110 63	

TABLE 5.—SUMMARY of Operating Expenses

	Name of Railway.	27	28	29	30
		TRANSPORTATION—OPERATION			
		Car Service Supplies.	Miscellaneous Car Service Expenses.	Hired Equipment.	Cleaning and Sanding Track.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin & Waterloo		1,367 72		
2	Berlin & Northern	9 97		322 49	
3	Brantford & Hamilton	1,499 53	1,714 18	1,483 32	
4	British Columbia	9,350 45	114,928 95	17,670 35	14,004 93
5	Calgary	14,627 16	2,593 69		8,671 46
6	Canadian Resources Development	16 75	60 20		
7	Cape Breton	2,762 51			232 14
8	Chatham, Wallaceburg & Lake Erie		10,268 65	7,746 88	
9	Cornwall		701 49		763 39
10	Edmonton Radial		25,958 24		228 15
11	Galt, Preston & Hespeler, new Berlin, Waterloo, Wellesley & Lake Huron		8,868 61		
12	Grand Valley				
13	Guelph Radial	111 16			
14	Halifax Tramway	1,594 52	366 00		1,176 09
15	Hamilton & Dundas	659 70	585 52	4,311 42	
16	Hamilton, Grimsby & Beamsville	1,826 97	1,614 54	5,099 59	
17	Hamilton Radial	1,921 47	1,885 49	21,003 52	
18	Hamilton Street	10,649 96	5,232 89	3,646 43	
19	Hull	1,489 13	900 00		
20	International Transit Co	733 73	296 18		
21	Kingston, Portsmouth & Cataraqui				
22	Lethbridge Municipal	971 64	447 91		2,150 85
23	Levis County	774 46	2,550 18		384 17
24	London	2,085 99	2,539 79		662 30
25	London & Lake Erie	141 35	564 98		
26	Moncton Tramway	177 19			
27	Montreal Tramway Co				
28	Montreal & Southern Counties		8,335 38		
29	Moosejaw		2,393 64		
30	Nelson	42 70	50 00		46 80
31	Niagara Falls, Park & River		2,255 36		474 90
32	Niagara, St. Catharines & Toronto		14,011 35	36,730 42	413 91
33	Niagara, Welland & Lake Erie				
34	Nipissing Central		1,993 50		6 08
35	Oshawa	2,146 80	15,328 47	12,184 67	
36	Ottawa				
37	Peterborough Radial	589 00	351 34		417 10
38	Pictou County		102 50		
39	Port Arthur & Fort William		15,388 11		
40	Quebec Ry., Lt. & Power Co. (Citadel)		14,628 63		3,000 00
41	" " (Montmoreney)		7,098 73		
42	Regina Municipal	4,903 97	256 44		2,375 94
43	Sandwich, Windsor & Amherstburg		6,649 06		
44	Sarnia				
45	Sherbrooke		463 73		
46	St. John, N.B		3,599 31		
47	St. Stephen, N.B				
48	St. Thomas, Ont				
49	Suburban Transit (Winnipeg)		1,839 32	1,800 00	788 11
50	Toronto		4,514 91		6,711 39
51	Toronto Suburban	850 12	347 80		
52	Toronto & York		1,097 27		6,008 32
53	Windsor, Essex & Lake Shore		491 42		
54	Winnipeg	31,416 24	5,912 10		16,287 19
55	Winnipeg, Selkirk & Lake Winnipeg	901 62		3,332 83	416 15
56	Yarmouth				
	Total	92,254 09	290,553 58	115,331 92	65,219 37

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for the Year ending June 30, 1913—*Continued.*

31	32	33	34	35	36	37	38	
OF CARS—*Continued.*			GENERAL.					
Removal of Snow and Ice.	Total Operation of Cars.	Salaries of General Officers.	Salaries Clerks.	Printing Stationery.	Miscellaneous Office Expenses.	Store Expenses.	Stable Expenses.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
152 27	14,218 77	.....	300 00	741 00	494 30	.....	.....	1
.....	2,258 24	115 00	904 35	.....	85 00	.....	.....	2
1,114 06	22,222 33	1,710 00	6,070 86	556 46	.....	.....	5,517 05	3
22,865 27	1,430,719 76	146,258 08	139,657 17	29,370 31	3,570 43	979 56	.....	4
1,631 60	237,209 69	6,546 25	2,746 52	1,062 57	1,537 54	569 83	170 68	5
.....	1,351 70	.....	.....	.....	.....	.....	.....	6
2,975 12	45,201 08	6,352 78	4,492 14	1,033 85	670 88	455 35	230 82	7
26 42	38,160 76	4,066 27	1,312 05	503 71	254 25	.....	.....	8
.....	12,494 41	.....	1,281 79	118 75	447 53	.....	.....	9
794 89	201,800 41	.....	15,725 46	3,042 77	1,082 30	.....	98 86	10
1,072 80	42,166 61	4,050 35	12,778 95	940 25	1,240 23	.....	.....	11
4,958 34	37,411 24	.....	5,136 66	471 60	568 32	.....	.....	12
.....	10,690 55	.....	1,352 35	292 15	.....	11 21	.....	13
1,488 76	82,336 46	4,160 00	1,880 00	1,132 00	741 00	181 84	924 56	14
1,234 33	16,470 15	766 20	2,845 85	206 33	.....	.....	48 00	15
737 67	33,187 85	1,682 40	6,720 63	939 91	.....	.....	2,039 20	16
3,391 16	63,410 92	2,282 40	7,403 15	613 29	.....	.....	971 50	17
4,276 83	144,042 88	6,570 40	16,097 48	1,041 07	.....	.....	3 00	18
5,639 05	49,002 43	2,915 00	2,867 04	471 32	1,027 62	.....	.....	19
292 11	19,779 21	1,741 49	1,693 25	137 35	.....	413 76	.....	20
348 47	11,402 28	2,585 10	.....	368 47	435 76	.....	.....	21
.....	26,253 15	.....	1,069 40	372 68	215 52	.....	.....	22
4,584 51	29,198 97	2,598 06	1,021 50	172 82	.....	.....	644 70	23
912 99	92,145 39	4,800 00	1,998 31	414 24	550 89	1,694 14	366 53	24
.....	17,877 17	3,240 00	6,873 98	1,450 73	648 01	.....	.....	25
299 19	6,178 51	417 69	280 60	169 83	188 60	73 44	56 42	26
.....	.....	.....	.....	.....	.....	.....	.....	27
.....	29,678 44	4,574 31	.....	933 84	1,236 84	432 53	.....	28
375 16	42,212 36	2,735 00	4,726 38	1,960 56	1,707 75	953 46	549 06	29
.....	5,717 12	1,652 10	.....	154 90	.....	.....	.....	30
426 66	27,106 81	976 17	566 59	203 77	193 91	169 15	164 44	31
1,468 94	155,479 67	10,437 15	10,016 89	2,610 74	1,675 42	855 88	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	33
1,387 94	18,981 86	360 00	1,432 90	146 88	146 38	.....	.....	34
.....	41,476 64	2,675 50	981 00	618 48	.....	.....	777 35	35
23,282 25	333,536 83	23,333 13	.....	1,268 74	806 14	1,367 41	4,015 48	36
61 88	17,483 63	1,932 35	1,185 88	103 84	789 71	14 36	.....	37
720 59	11,608 66	2,100 00	503 62	.....	261 52	.....	389 70	38
1,279 95	74,412 57	6,493 18	.....	466 73	155 71	.....	.....	39
21,745 18	175,160 88	8,302 18	4,151 09	724 25	364 72	2,823 99	801 77	40
3,854 03	60,140 88	2,650 04	6,981 66	2,536 45	856 20	.....	.....	41
362 15	57,659 51	2,230 94	2,987 82	960 06	517 46	432 50	256 01	42
....	57,143 65	4,000 00	1,500 00	827 17	.....	.....	.....	43
.....	8,866 25	1,635 00	1,015 00	257 56	312 46	.....	1,622 93	44
1,582 60	18,437 94	1,933 43	.....	96 54	153 05	.....	.....	45
9,103 04	81,077 74	1,393 32	1,289 70	.....	529 00	536 83	564 81	46
196 35	8,711 25	2,328 50	583 00	3 25	92 55	.....	.....	47
.....	17,346 92	1,350 00	460 00	.....	103 15	.....	.....	48
.....	28,239 23	.....	700 00	.....	.....	612 57	.....	49
4,077 62	1,605,766 34	37,151 69	54,960 64	7,032 91	2,891 03	9,309 82	4,636 75	50
1,507 65	23,370 46	1,800 00	1,489 75	.....	902 26	.....	526 27	51
1,872 37	102,537 20	6,070 00	3,189 08	956 27	1,011 71	2,168 81	8,914 12	52
.....	24,321 03	3,471 02	1,823 40	571 50	630 41	501 91	.....	53
.....	801,161 36	10,320 32	17,736 43	.....	9,558 84	2,145 97	.....	54
.....	16,760 90	3,100 05	5,285 20	363 31	894 01	.....	.....	55
.....	3,129 08	1,661 44	.....	112 33	.....	.....	.....	56
132,160 20	6,534 718 13	349,524 29	366,075 52	68,533 54	39,548 44	26,704 32	34,290 01	

TABLE 5.—SUMMARY of Operating Expenses

	Name of Railway.	40	41	42
			GENERAL—	
		Advertising and Attractions.	Miscellaneous General Expenses.	Damages.
		$ cts.	$ cts.	$ cts.
1	Berlin & Waterloo		340 00	
2	Berlin & Northern		317 62	
3	Brantford & Hamilton	395 54	1,413 26	3,346 94
4	British Columbia	7,664 48	70,638 20	205,638 68
5	Calgary	19 89	4,663 28	12,839 47
6	Canadian Resources Development		1 75	
7	Cape Breton	300 00	3,927 34	2,942 96
8	Chatham, Wallaceburg & Lake Erie		2,358 59	566 68
9	Cornwall	2,179 34	900 00	1,036 32
10	Edmonton Radial		3,658 45	4,165 81
11	Galt, Preston & Hespeler, now Berlin, Waterloo, Wellesley & Lake Huron	544 55	4,447 18	14 85
12	Grand Valley		1,576 53	58 60
13	Guelph Radial	1,014 22	164 76	169 50
14	Halifax Tramway	422 00	2,911 00	6,239 81
15	Hamilton & Dundas	79 46	658 42	1,434 76
16	Hamilton, Grimsby & Beamsville	149 89	1,082 50	7,861 44
17	Hamilton Radial	217 89	1,275 20	4,479 75
18	Hamilton Street	1,261 92	1,513 14	27,011 78
19	Hull	237 91	4,853 09	3,000 00
20	International Transit Co	916 91		955 00
21	Kingston, Portsmouth & Cataraqui	3,469 32	961 87	23 50
22	Lethbridge Municipal	1,246 60	548 45	365 25
23	Levis County	48 00	675 33	Cr. 6 70
24	London	59 50	2,269 28	12,314 16
25	London & Lake Erie	1,653 96	4,039 27	1,955 45
26	Moncton Tramway		100 98	3 00
27	Montreal Tramways Co			
28	Montreal & Southern Counties	129 63	238 24	57 00
29	Mooscjaw	93 79	696 23	341 20
30	Nelson		141 51	
31	Niagara Falls, Park & River	2,831 19	1,645 30	441 62
32	Niagara, St. Catharines & Toronto	2,529 89	1,895 06	2,675 01
33	Niagara, Welland & Lake Erie			
34	Nipissing Central	223 12	56 50	634 00
35	Oshawa		1,929 56	234 30
36	Ottawa	5,264 55	16,542 88	10,940 91
37	Peterborough Radial	623 73	489 23	
38	Pictou County		1,138 36	1,001 98
39	Port Arthur & Fort William		719 17	717 48
40	Quebec Railway, Light & Power Co. (Citadel)		5,922 24	4,419 38
41	" " " (Montmorency)	2,417 64	9,642 73	545 59
42	Regina Municipal	944 55	1,707 36	452 68
43	Sandwich, Windsor & Amherstburg	29 00	2,486 89	4,596 46
44	Sarnia	123 12	6,468 19	
45	Sherbrooke		207 68	
46	St. John, N.B	1,090 67	2,763 20	1,786 35
47	St. Stephen, N.B		499 20	5 80
48	St. Thomas, Ont		4 00	
49	Suburban Transit Co. (Winnipeg)			
50	Toronto	102 85	26,009 74	113,528 51
51	Toronto Suburban		1,949 56	
52	Toronto & York	3,228 12	21,409 14	9,500 00
53	Windsor, Essex & Lake Shore	1,218 71	559 00	
54	Winnipeg		22,010 74	
55	Winnipeg, Selkirk & Lake Winnipeg	140 68	499 96	
56	Yarmouth		5,692 31	
	Total	42,872 62	248,619 47	448,295 28

† $4,042,901 99 undistributed.

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for the Year ending June 30, 1913—*Concluded.*

43	44	45	46	47	48	49	
Concluded.							
Legal Expenses in Connection with Damages.	Miscellaneous Legal Expenses.	Rent of Land and Buildings.	Rent of Track and Terminals.	Insurance.	Total General.	Grand Total Operating Expenses.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	550 00	.....	1,939 00	4,364 30	34,038 89	1
.....	.....	100 00	.....	267 94	1,789 91	6,692 22	2
.....	489 64	640 00	6,752 20	607 04	27,498 99	102,969 49	3
691 76	.....	.....	9,006 01	21,075 61	634,550 29	3,239,441 74	4
.....	.....	1,212 50	.....	3,929 70	35,298 23	502,119 42	5
.....	.....	.....	.....	3 00	4 75	3,373 84	6
.....	1,546 09	.....	.....	2,601 76	24,553 97	125,816 90	7
.....	34 63	.....	494 95	776 14	10,367 27	79,398 32	8
206 35	.....	.....	.....	1,290 88	7,460 96	28,374 71	9
.....	.....	.....	.....	2,927 05	30,700 70	502,316 86	10
.....	.....	174 60	1,800 00	4,400 00	30,390 96	125,772 28	11
.....	.....	1,516 68	550 00	852 60	10,730 99	79,996 60	12
.....	267 02	.....	.....	542 53	3,813 74	28,839 53	13
500 00	291 47	.....	.....	.....	19,383 68	164,508 71	14
.....	127 13	.....	5,054 33	216 01	11,436 49	42,854 65	15
.....	366 97	304 00	10,542 85	1,330 97	33,020 76	119,429 47	16
.....	229 85	.....	12,086 69	826 69	30,386 41	146,147 57	17
.....	1,339 77	12,442 82	.....	1,962 66	69,244 04	349,159 88	18
.....	.....	.....	.....	3,170 88	18,542 86	115,669 11	19
615 77	.....	427 77	.....	600 88	7,502 18	45,565 64	20
.....	.....	.....	.....	600 08	8,444 10	32,800 05	21
81 32	.....	.....	.....	420 00	4,319 22	51,228 26	22
1 00	.....	176 64	1,205 00	3,708 35	10,244 70	63,979 76	23
.....	613 96	15 50	.....	2,112 00	27,208 51	217,511 36	24
.....	.....	560 00	1,366 60	1,974 94	23,762 94	81,591 20	25
.....	73 60	.....	2 00	349 54	1,715 70	17,986 89	26
.....	.....	.....	.....	.....	.....	4,032,664 57	27
.....	.....	.....	32,111 20	2,528 50	42,242 09	114,082 60	28
353 40	6 08	1,887 70	.....	3,188 16	19,198 77	89,411 15	29
.....	83 45	47 50	2 00	457 80	2,539 26	13,080 78	30
432 98	607 01	10,000 00	.....	2,875 00	21,107 13	80,238 78	31
295 94	.....	.....	1,184 49	3,454 64	37,631 11	326 905 88	32
.....	.....	.....	.....	.....	.....	10,237 42	33
.....	.....	.....	.....	468 02	3,467 80	43,760 17	34
.....	.....	.....	906 32	1,348 78	9,471 29	85,545 13	35
.....	2,094 87	.....	.....	10,487 14	76,121 25	580,982 93	36
.....	217 81	263 00	1,461 85	.....	7,081 76	32,559 18	37
.....	.....	.....	.....	584 08	5,979 26	31,480 00	38
.....	348 32	.....	.....	1,950 00	10,850 59	162,128 35	39
.....	653 01	.....	.....	3,924 15	32,086 78	284,058 80	40
182 95	182 94	.....	.....	2,480 45	28,476 65	152,539 38	41
27 12	30 00	.....	.....	630 00	11,176 50	122,331 85	42
.....	1,000 00	.....	.....	900 00	15,339 52	152,861 86	43
.....	.....	.....	.....	651 85	12,086 11	34,342 42	44
.....	31 40	.....	.....	867 30	3,289 40	37,192 35	45
.....	.....	.....	.....	1,442 27	11,396 15	148,266 70	46
.....	.....	.....	.....	347 09	3,859 39	27,580 39	47
.....	.....	1 00	.....	912 24	2,830 39	29,038 60	48
.....	.....	.....	.....	.....	1,312 57	62,424 47	49
.....	7,450 74	.....	.....	24,225 50	287,300 18	3,014,774 70	50
108 12	15 84	381 00	.....	3,555 34	10,728 14	52,402 82	51
.....	947 90	.....	.....	2,113 01	59,508 16	317,774 99	52
.....	.....	.....	.....	7,265 44	16,041 39	82,991 22	53
.....	.....	.....	.....	.....	61,772 30	1,257,916 07	54
.....	.....	.....	.....	.....	10,283 24	58,992 21	55
.....	.....	250 00	.....	108 45	7,824 53	19,223 26	56
3,496 71	19,049 50	30,950 71	84,526 49	135,251 46	1,897,738 36	17,765,372 38 †	

Table 6.—Summary—Description of Equipment for the Year ending June 30, 1913.

1	2	3	4	5	6	7	8	9	10	11	12	13
	Passenger Cars.				Other Cars.							
Name of Railway.	Closed Passenger.	Open Passenger.	Combination.	Total.	Freight.	Mail, Express and Baggage.	Combination.	Work.	Snow Ploughs	Sweepers.	Miscellaneous.	Total Cars of all classes.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1 Berlin and Waterloo	10	6	.....	16	.....	.....	.....	1	1	1	.....	19
2 Berlin and Northern	2	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
3 Brantford and Hamilton	6	.....	.....	6	.....	.....	.....	.....	.....	.....	.....	6
4 British Columbia	93	3	261	357	374	14	.....	94	5	3	26	873
5 Calgary	71	.....	.....	71	1	.....	.....	4	.....	1	6	83
6 Canadian Resources Development	1	.....	.....	1	12	.....	.....	.....	1	.....	.....	14
7 Cape Breton	19	.....	.....	19	2	1	.....	1	3	1	.....	27
8 Chatham, Wallaceburg and Lake Erie	7	2	.....	9	17	.....	.....	.....	.....	.....	3	29
9 Cornwall	7	3	.....	10	2	.....	.....	.....	.....	1	.....	13
10 Edmonton Radial	.....	.....	58	58	.....	.....	.....	1	.....	2	3	64
11 Galt, Preston and Hespeler, now Berlin, Waterloo and Lake Huron	9	4	2	15	3	.....	2	2	.....	2	3	27
12 Grand Valley	12	12	.....	24	1	.....	.....	1	1	1	.....	28
13 Guelph Radial	9	5	.....	14	.....	.....	.....	1	.....	1	2	18
14 Halifax Tramway	28	26	.....	54	.....	.....	.....	.....	.....	4	21	79
15 Hamilton and Dundas	1	2	.....	3	.....	.....	.....	.....	.....	.....	.....	3
16 Hamilton, Grimsby and Beamsville	8	2	.....	10	5	.....	.....	.....	.....	.....	.....	15
17 Hamilton Radial	9	.....	.....	9	5	.....	.....	.....	1	.....	.....	15
18 Hamilton Street	80	33	.....	113	.....	.....	.....	.....	.....	3	1	117
19 Hull	28	13	.....	41	.....	1	.....	2	2	3	2	51
20 International Transit Co	11	.....	.....	11	.....	.....	.....	.....	.....	1	1	13
21 Kingston, Portsmouth and Cataraqui	8	12	.....	20	1	.....	.....	1	.....	2	.....	24
22 Lethbridge Municipal	10	.....	.....	10	.....	.....	.....	.....	.....	.....	.....	10
23 Levis County	13	9	.....	22	.....	1	.....	2	2	3	.....	30
24 London	39	14	.....	53	.....	.....	.....	1	.....	2	3	59
25 London and Lake Erie	16	.....	.....	16	8	2	.....	2	1	.....	.....	29
26 Moncton Tramway	4	.....	.....	4	.....	.....	.....	1	.....	1	.....	6
27 Montreal Tramway Co.*	526	288	85	899	67	.....	.....	21	11	32	4	1,034
28 Montreal and Southern Counties	16	.....	.....	16	.....	.....	4	1	2	2	.....	25
29 Moosejaw	16	.....	.....	16	.....	.....	.....	.....	.....	1	.....	17

30	Nelson	2			2						1		3
31	Niagara Falls, Park and River	9	18		27			2		1		2	32
32	Niagara, St. Catharines and Toronto	23	16	4	43	40			16	3		9	111
33	Niagara, Welland and Lake Erie	3			3					1			4
34	Nipissing Central	8			8			1	2				11
35	Oshawa	3	3	2	8		2		3		1	5	19
36	Ottawa	65	52	34	151				4	4	11	1	171
37	Peterborough Radial	9	8		17					1	2		20
38	Pictou County*	5			5	1			1	2			9
39	Port Arthur and Fort William	34	2		36		1		2				39
40	Quebec Ry., Light and Power Co. (Citadel)	57	50		107				1	4	10	6	128
41	Quebec Ry., Light and Power Co. (Montmorency)	15			15							2	17
42	Regina Municipal			20	20	10			1		1		32
43	Sandwich, Windsor and Amherstburg	31	17		48	5			9	3			65
44	Sarnia	10	2		12		1						13
45	Sherbrooke	10	9		19					1	1		21
46	St. John, N.B.†	25	26		51				1	3	4		59
47	St. Stephen, N.B	4	4		8				1	1			10
48	St. Thomas, Ont	10	6		16					1			17
49	Suburban Transit Co. (Winnipeg)												
50	Toronto	315	181	462	958				9		17	12	996
51	Toronto Suburban	12	3		15				2			1	18
52	Toronto and York	50	4	2	56	10	10		12	4		1	93
53	Windsor, Essex and Lake Shore	9			9	19	2			1		3	34
54	Winnipeg	263	25		288				7	1	7	7	310
55	Winnipeg, Selkirk and Lake Winnipeg	10			10	8			4		1		23
56	Yarmouth*	1	3		4								4
	Total	2,042	863	930	3,835	591	35	9	211	61	123	124	4,989

* 1912. † 1911.

TABLE 7.—SUMMARY—Accidents for the Year ending June 30, 1913.

1	2	3	4	5	6	7	8	9	10	11	12	13
Name of Railway.	PASSENGERS.			EMPLOYEES.			OTHERS.			TOTALS.		
	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1 Berlin and Waterloo												
2 Berlin and Northern		4	4								4	4
3 Brantford and Hamilton		1	1					1	1		2	2
4 British Columbia	4	72	76	2	13	15	11	28	39	17	113	130
5 Calgary		27	27	2		2	2	2	4	4	29	33
6 Cape Breton	2	19	21		5	5				2	24	26
7 Chatham, Wallaceburg and Lake Erie				1		1				1		1
8 Cornwall												
9 Edmonton Radial					2	2	5	35	40	5	37	42
10 Galt, Preston and Hespeler, now Berlin, Wellesley and Lake Huron		2	2		3	3		1	1		6	6
11 Grand Valley												
12 Guelph Radial		2	2								2	2
13 Halifax Tramway	2	45	47		7	7				2	52	54
14 Hamilton and Dundas		8	8				1	1	2	1	9	10
15 Hamilton, Grimsby and Beamsville		21	21	1		1		1	1	1	22	23
16 Hamilton Street		321	321				1	26	27	1	347	348
17 Hamilton Radial		23	23					2	2		25	25
18 Hull												
19 International Transit Co		1	1								1	1
20 Kingston, Portsmouth and Cataraqui												
21 Lethbridge Municipal		1	1								1	1
22 Levis County		4	4		1	1	1		1	1	5	6
23 London		50	50	1	9	10		18	18	1	77	78
24 London and Lake Erie		2	2	2		2				2	2	4
25 Moncton Tramway												
26 Montreal, Park and Island*												
27 Montreal Street*												
28 Montreal Terminal*												
29 Montreal and Southern Counties					1	1	1	1	2	1	2	3

30	Moosejaw					6	6					6	6
31	Nelson†												
32	Niagara Falls, Park and River		5	5		3	3					8	8
33	Niagara, St. Catharines and Toronto							1		1	1		1
34	Niagara, Welland and Lake Erie		2	2								2	2
35	Nipissing Central							1		1	1		1
36	Oshawa								1	1		1	1
37	Ottawa	1	34	35		27	27	2	56	58	3	117	120
38	Peterborough Radial		3	3								3	3
39	Pictou County†												
40	Port Arthur and Fort William							4	4	8	4	4	8
41	Quebec Ry., Light and Power Co. (Citadel)		14	14		9	9	1	11	12	1	34	35
42	Quebec Ry., Light and Power Co. (Montmorency)		2	2				1	2	3	1	4	5
43	Regina Municipal	1	3	4		2	2				1	5	6
44	Sandwich, Windsor and Amherstburg												
45	Sarnia												
46	Sherbrooke							1	2	3	1	2	3
47	St. John, N.B.†												
48	St. Stephen, N.B.												
49	St. Thomas, Ont.												
50	Suburban Transit Co. (Winnipeg)							1	1	2	1	1	2
51	Toronto	4	976	980	2	300	302	5	274	279	11	1,550	1,561
52	Toronto Suburban		6	6		1	1		1	1		8	8
53	Toronto and York		1	1		1	1		6	6		8	8
54	Windsor, Essex and Lake Shore							2		2	2		2
55	Winnipeg	3	13	16	1	2	3	2	16	18	6	31	37
56	Winnipeg, Selkirk and Lake Winnipeg							1		1	1		1
57	Yarmouth†												
		17	1,662	1,679	12	392	404	44	490	534	73	2,544	2,617

* No figures available.—No Report. † No report from these companies.

FOREIGN RAILWAY STATISTICS.

The following Table will afford helpful information with regard to the Railway Statistics of Foreign Countries.

Country.	Year.	Miles Covered by Capitalization.	Capitalization (b)	Passenger Revenue.	Freight Revenue.	Other Revenues.	Total Revenues.	Operating Expenses.	Passengers Carried.	Freight Ton Carried.
			$	$	$	$	$	$		
Canada	1913	29,303	1,531,830,692	74,431,994	177,089,373	5,181,336	256,702,703	182,011,690	46,230,765	106,992,710
United States	1912	248,888	14,657,545,000	668,642,865	1,980,805,606	221,288,226	2,870,736,697	2,108,351,953	994,382,480	1,806,173,565
New Zealand	1911	2,761	153,448,830	5,521,470	9,805,390	2,144,045	17,470,905	11,516,860	11,200,613	5,863,674
United Kingdom	1911	23,417	6,447,969,398	215,168,940	308,197,950	96,197,110	619,564,000	380,689,660	1,793,820,800	523,653,094
New South Wales	1912	3,831	260,613,180	11,439,630	18,092,050	2,079,490	31,611,170	20,303 030	70,706,728	10,631,751
British India	1910	32,099	1,448,700,000	63,261,000	100,419,000	5,049,000	168,729,000	89,595,000	371,580,000	65,600,000
Japan (a)	1911	4,764	411,598,253	21,072,498	20,428,230	2,646,015	44,146,743	21,624,686	138,629,706	25,481,868
Argentina	1910	17,381	868,914,950				107,058,065	63,616,485	59,014,600	33,606,626
German Empire	1910	36,740	4,163,615,519	198,737,378	452,969,934	69,765,822	721,473,134	490,999,236	1,540,872,110	531,527,817
France	1909	25,017	3,593,660,000	152,566,693	184,394,516	5,284,147	342,245,356	200,834,642	491,936,930	165,027,920
Russian Empire	1908	41,888	3,378,839,810	80,787,020	306,014,545	39,811,560	426,613,125	344,497,405	162,117,000	229,554,000
Austria	1910	14,038	1,654,207,119	48,520,000	135,360,000	12,500,000	196,380,000	150,860,000	254,618,531	137,599,886
Hungary	1910	12,821	858,732,000	25,009,200	65,460,200	4,265,800	94,735,200	61,362,800	140,002,000	68,806,000
Italy (a)	1910-11	8,908	1,131,300,000	36,060,084	60,247,652	5,264,847	101,572,583	81,486,337		
Spain (a)	1905	8,810	649,919,610	16,215,866	34,694,555	6,190,271	57,100,692	27,750,936	41,846,249	22,662,548
Portugal	1908	1,465	162,385,280	4,039,350	5,715,150	351,750	10,106,250	4,672,500	14,585,698	4,315,385
Sweden	1909	8,366	277,952,716	12,226,160	20,762,228	992,672	33,981,060	26,836,984	53,787,226	31,133,715
Norway	1911	1,891	81,467,176	2,667,672	3,437,904	359,656	6,465,232	4,803,096	13,795,396	5,196,241
Denmark (a)	1911	1,215	70,277,640	5,429,948	5,942,900	796,496	12,169,344	11,257,072	22,344,630	4,934,799
Belgium (a)	1910	2,685	504,210,184	19,750,243	38,275,374	1,672,178	59,697,795	39,123,036	173,491,334	58,793,837
Holland (a)	1910	1,978	(d) 163,798,301	12,374,800	12,094,800	1,272,400	25,742,000	21,365,860	47,711,000	16,702,400
Switzerland	1910	2,924	341,208,367	18,542,282	22,577,942	1,809,944	42,930,138	27,230,010	110,068,465	16,466,758
Roumania	1911	2,153	186,670,372				18,756,585	11,660,674	10,233,000	8,823,551

(a) State only. (c) Including taxes. (d) Capital cost not given since 1897. (b) From latest report, not always year named.

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